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OF THE

ASSEMBLY

OF THE

STATE OF NEW YORK

ONE HUNDRED AND FORTY-FIRST SESSION

1918

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STATE OF NEW YORK

ANNUAL REPORT

OF THE

American Life Saving Society

OF THE

STATE OF NEW YORK

For the Year Ending March 4, 1918

TRANSMITTED TO THE LEGISLATURE APRIL 9, 1918

ALBANY
J. B. LYON COMPANY, PRINTERS
1918

STATE OF NEW YORK

No. 52

IN ASSEMBLY

APRIL 9, 1918

ANNUAL REPORT

OF THE

AMERICAN LIFE SAVING SOCIETY

NATIONAL HEADQUARTERS, 253 BROADWAY, NEW YORK CITY

To the Legislature of the State of New York:

GENTLEMEN.—The officers and directors of the American Lite Saving Society for the Department of the State of New York hereby transmit their report of the work of the Society for the year ending March 4, 1918, which they submit for your consideration.

EDWARD C. BRENNAN,
President.

THEO. E. TOMLINSON,
Secretary.

National Headquarters, 253 Broadway, New York City, March 4, 1918.

AMERICAN LIFE SAVING SOCIETY

Officers

Edward C. Brennan	President.
Theodore E. Tomlinson	Secretary.
Joseph Savage	Treasurer.
G. Fish Clark, M. D	Medical Director.
J. J. Kennedy	Physical Instructor.
Norman C. B. Cox	Director of Life Saving.

Board of Governors

Edward C. Brennan. Joseph Savage.

G. Fish Clark, M. D. Theodore E. Tomlinson.

Carl Falkenreck.

Hon. Edward C. Brennan, President of the American Life Saving Society.

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THE AMERICAN LIFE SAVING SOCIETY

Objects and Plan of Operations

1. To save life wherever possible on land or water.
2. To prolong life by preventing disease and accident.
3. To inspire the public to rescue any person in danger.
4. To teach the best methods of saving from accident, negligence, contagion, improper hygienic and sanitary conditions, improperly or insufficiently protected machinery, from drowning, fire and from all other dangers to the public health and safety.
5. To teach "First Aid" to the injured to policemen, firemen, and members of the National Guard, in shops, factories, and stores, and wherever possible to the public.
6. To supply medical cabinets, life-saving apparatus, safety devices on machinery and such other paraphernalia as may be required to carry on the work of the Society.
7. To publish and distribute without charge, pamphlets, periodicals, or other literature instructing in the work of the various branches of the Society.
8. To form companies, crews, and other sub-organizations to carry on the work of the various branches and departments of the Society.
9. To present certificates and badges to those who pass required tests in one or more branches of the work of the Society.
10. To present medals of honor, certificates of honor or other awards for heroic or unselfish work performed for the benefit of humanity.
11. To co-operate with other organizations in securing through legislation or otherwise proper protection from accident and disease upon the land or water.

DEPARTMENTS

Land Department.— Teaching the best methods of saving from accident and death on the land.

463668

Inspection Bureau with a corps of inspectors investigating hygienic, sanitary and public utility conditions and recommending needed action to the proper authority.

Bureau of Safety Devices for the advocacy of safety devices on all machinery.

Emergency Bureau, teaching fire and accident prevention, fire drill, and first aid in factories, shops, and stores.

Medical Bureau with a corps of physicians, teaching "First Aid" to the injured, hygiene, sanitation, and resuscitation of the drowning.

Church Division with companies of young men instructed in "First Aid" work, sanitation, hygiene, physical development and rescuing and resuscitating of the drowning.

Water Department.— Teaching the best methods of saving from shipwreck, drowning, and accident upon the water, and also teaching the resuscitation of the drowning, and proper handling of boats.

There will be branches established in each State and Territory of the United States as rapidly as the funds contributed by such State or Territory permits.

Thousands of lives are lost yearly through evils which will be prevented by carrying out the objects of the American Life Saving Society.

The public is strongly urged to contribute to the Society, which will carefully expend its funds to carry out the purposes outlined in this pamphlet.

REPORT

The American Life Saving Society during the year ending March 4, 1918, did magnificent work in protecting the public from disease and death upon the land and water.

In spite of the world war of such unparalleled proportions the Society received contributions from many generous patrons, enabling it to maintain its life saving work, although much more effective work could have been done with more funds.

The members of the Society serve without pay, and are instructed in the best methods of aiding those in danger on the land and water.

They devote their spare time to the Society. If they are members of the uniformed service they purchase their own uniforms, badges and emblems. They teach sanitation, hygiene, first aid or emergency work, swimming and the proper method of rescuing and resuscitating the drowning. The Society has two classes of membership for its Life Saving force, Amateur, composed of Volunteers, and Professional, composed of those who are paid for their services by the Society, those who have been employed for pay at bathing beaches or who are not eligible for membership in the Amateur Athletic Union.

The work of the Society is divided into two general departments. The Land Department teaches the best method of saving from accident, disease and death on the land, distributing literature, delivering lectures, and through companies of volunteers in the church division, giving personal instructions in the proper methods of protecting health and life.

The Water Department organizes life saving crews at points along the coast and on inland waters not protected by the Government Life Saving Service. These crews are stationed at dangerous points, equipped with life saving supplies and instructed in the best methods of protecting life upon the water.

Those who save life upon the land or water receive honor medals and certificates, and at times are elected to life membership in the Society.

FINANCIAL REPORT

Receipts

Subscriptions	$864 00
From the sale of badges	78 00
Members' dues	1,108 00
Exhibitions and benefits	225 00
	$2,275 00

Expenditures

For salaries, organizing crews, and collecting funds for the Society	$1,282 00
For equipment, boats, life-preservers, emergency cabinets, flags, charts, etc	727 63
Honor medals	91 64
Headquarters' expense, rent, printing, stationery, stamps, etc.	146 42
Balance, cash in treasury	27 31
Total	$2,275 00
Liabilities, bills payable	$721 50

Audited and found correct by

THEODORE TOMLINSON,
G. FISH CLARK, M. D.,
Auditing Committee of the Board of Governors.

(Original on file.)

NEW YORK STATE

The New York Department is well organized in the parts of the State where funds were available and in other places where it is possible to secure the co-operation of public spirited citizens to organize and equip stations.

An efficient life saving service is maintained at Albany, Troy, Auburn, Waterford, Binghamton, Fishkill, Newburg and Larchmont, while a thorough organization has been formed on Long Island and in all parts of New York City.

In all there are 214 stations in New York State and the members rescued 387 persons from drowning and from accidents on the land as well as gave first aid treatment to many hundreds of persons on land and water in the different parts of the State where the Society is organized. The Society is a member of the Marine Committee of the Board of Trade and Transportation formed to bring about needed reforms in the Navigation Laws.

The Society is also a member of the Peoples' Institute Marine League.

NEW YORK CITY DEPARTMENT

The New York City Department has 120 equipped life saving stations in the life saving work of the Society.

They rescued 295 from drowning during the year, saved 9 persons from death upon the land, and gave first aid to the injured to many hundreds of persons.

OUTSIDE STATES

NEW JERSEY

The New Jersey Department has 77 life saving stations, rescued 69 persons from drowning during the year ending March 4, 1918. State Superintendent William Risler has greatly improved the service and maintains his headquarters at Hoboken, assisted by Commodore Charles Wesling. Commodore Julius Granit and Commodore Harold A. Content are in active charge of the New Jersey work, assisted by Captain James McCormack, Captain Paul Groutman, Captain Henry Culberly, Captain J. McAleenan, Captain J. Simmonson, Captain Geo. F. Ritz, Captain J. L. Oliver, Captain Chas. Cook, Lieutenants Tunis Pierce, P. Tomaine, Wm. Goodman, Wesley Rogers, Eugene Tomaine, Samuel Tomaine, A. Poland, Captain Edw. Denton, Geo. Watkins, Charles Brower, John Lindsley, T. Cranmer, Robert Dalton, Ed. Schloren, F. Grandenett, G. Mount, Captain Geo. Dumont,

Captain W. Manewal, Jr., Captain Chas. J. Aukner, Captain Thos. E. Ryan, Captain Thos. Boyd, Captain Peter Pauels, Captain F. Charles, Captain Walter C. Boekemann, Captain Fred Weber, Captain William Clifford, Jr.

CONNECTICUT

The Connecticut Department is organized with 28 stations and rescued 11 persons from drowning during the year. Those in active charge of the life saving work of the Society are: Commodore Harry Elionsky, Captain David Gardella, Captain W. H. Burdick and Captain E. A. Crocker, of New London; Captain L. M. Gilcrist, of Norwich; Captain C. S. Hills, of Hartford; Captain F. Murphy, of New Haven, and Lieutenant Frank Redman, Commodore Joseph Scheidenger, and Captain W. Ferrett, of Bridgeport.

MASSACHUSETTS

The Department of Massachusetts is organized with 10 stations and rescued 4 persons from drowning during the year as well as administering "First Aid."

The work of the Society is in charge of Daniel W. Brown, of Boston, Captain Thomas Kirby, of Fall River, Captain John Brown, and David Gordon, of Fall River.

This department could be materially improved if funds were available to purchase equipment and organize stations.

RHODE ISLAND

The Department of Rhode Island was not organized as thoroughly as desired because of a lack of funds, but has 20 stations.

Strong efforts are being made to thoroughly equip and organize the coming season.

PENNSYLVANIA

The Department is organized at Philadelphia under Captain J. R. Adams, and at Pittsburg and other parts of the State, but more equipment is needed.

A determined effort is being made to increase the treasury of the department in order to improve the service.

There are 21 stations within the department who rescued 5 persons in 1917.

MARYLAND

The Department of Maryland is organized in Baltimore and other parts of the State, under direction of Captain S. Saxton, Captain W. L. Little, and Lieutenant G. W. Davis, of Baltimore, with 10 stations.

The members rescued 4 persons from drowning during the year and rendered first aid and other help to many persons on land and water.

DISTRICT OF COLUMBIA

The work of the Department of the District of Columbia is not satisfactorily organized because of a lack of funds to equip stations with life-saving supplies.

Arrangements are being made to raise sufficient funds to thoroughly equip the department. There are 2 stations with 27 men, who rescued 12 persons during the year.

FLORIDA

The Department is organized at Palm Beach under command of Captain Fred Jordahn and at other places. Eleven rescues were made during the year.

ILLINOIS

The Department of Illinois has its headquarters in Chicago, under command of State Superintendent and Director of the Department of Life Saving of the Society, Norman C. B. Cox, with headquarters at the Chicago Athletic Association club house, at Chicago, assisted by Captain Harry H. Hindman, and Captain H. J. Handy, the champion western swimmer.

The Society is organized at Wilson Beach and other parts of Lincoln Park, where splendid work has been done by its members.

The department has 34 stations and rescued 14 persons from drowning during the year.

State Superintendent Norman C. B. Cox has established life saving at Racine College, Lake Forest Academy, Chicago Athletic Association, Hyde Park, Young Men's Christian Association, Lincoln Park, Chicago Boat Club and other places. He is lecturing on the methods of life saving adopted by the Society and through

his efforts the various colleges are adopting life saving as a compulsory part of the curriculum.

Captain Harry H. Hindman, formerly assistant to Superintendent Cox, now at the University of Wisconsin, has had life saving added to the list of subjects to be learned there.

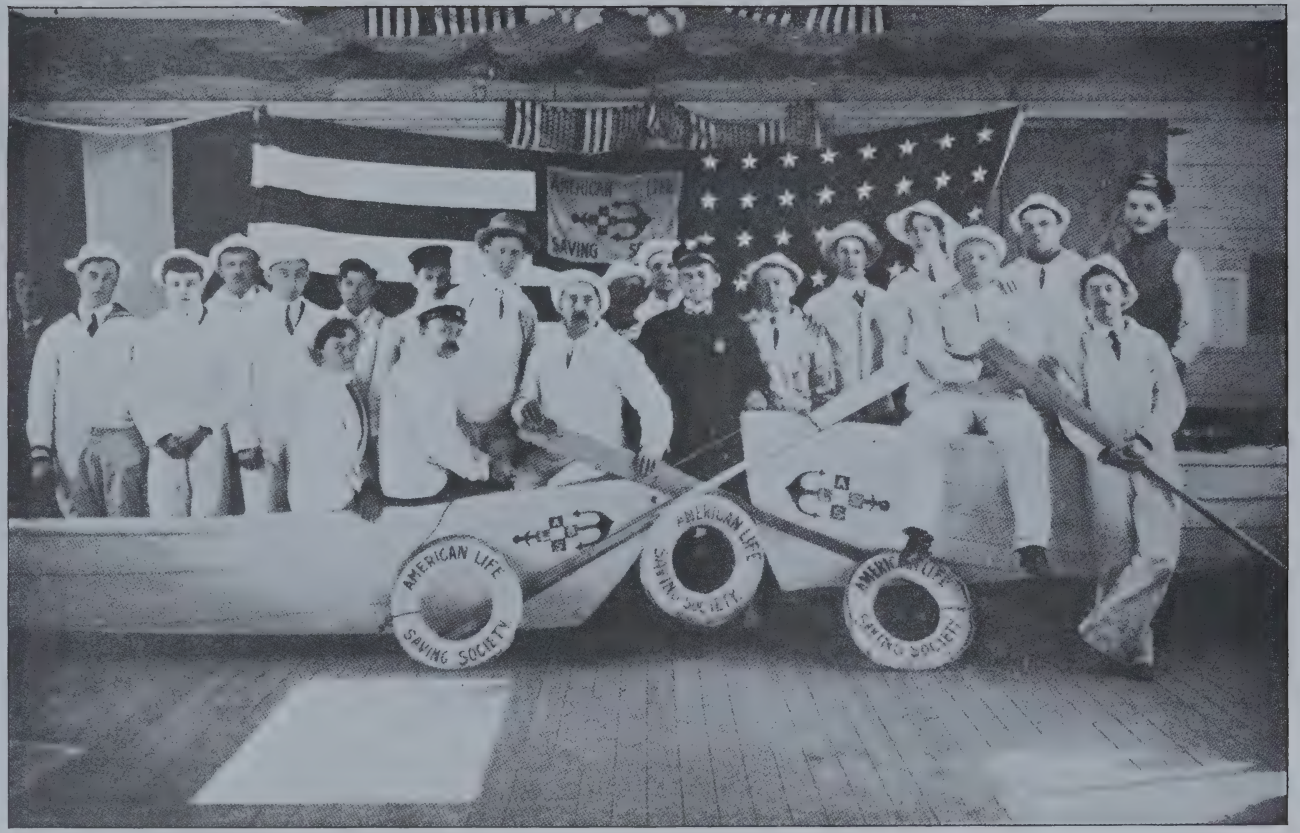
CALIFORNIA

The Department of California is under the direction of Commodore James O. Sword, at Los Angeles, and is also organized at San Francisco.

There are 10 stations and 2 rescues were made during the year.

Owing to the difficulty in raising funds this department is not properly equipped or organized, but strong efforts are being made to raise funds.

Commodore Philip C. Pregenzer of the American Life Saving Society. He has received a Carnegie Medal and a Congressional Medal for his heroism.



Rockaway Point Division, Jamaica Bay District. Showing uniformed officers and surfmen.

Commodore's Headquarters, Coney Island Division.

Service Boat, Coney Island Division, starting out to patrol the beach.

OFFICERS IN COMMAND OF STATIONS FOR THE SEASON OF 1918

NEW YORK CITY

	Stations
Commodore H. E. Shields, Bronx water front	10
Commodore, to be selected, (ocean front), C. I	10
Commodore, to be selected, Rockaway Beach	10
Commodore Dominick Buckley (Bath Beach, Bay Ridge, Ulmer Park, Plum Beach, Sheepshead Bay), Brooklyn	10
Commodore Alfred Brown, Flushing Bay	10
Commodore, to be selected, Jamaica Bay	10
Commodore S. W. Flegenheimer, stations on trestle, Jamaica Bay	10
Commodore, to be selected, Far Rockaway, Edgemere, Woodmere	10
Commodore, to be selected, Coney Island and Gravesend Bay	10
Commodore V. M. Jelliffe, southern district, Staten Island	10
Commodore, to be selected, northern district, Staten Island.	10
Commodore Geo. H. Trimingham, Hudson River	10
Commodore Harry Dwyer, East River	10
Commodore, to be selected, East River, Brooklyn	10
Red Cross life savers (Plum Beach, Sheepshead Bay, Brooklyn)	10

The active officers of the department of the city of New York assisting the commodores of their districts are:

MANHATTAN AND BRONX

Captain L. B. Goodwin.	Captain G. Lazarus.
Captain John J. Reilly.	Captain Chas. Carroll.
Captain Raymond Bayer.	Captain Frank Horton.

Captain Thos A. Williams.
Captain Paul Jaegel.
Captain Frank Gallagher.
Captain George W. Burke.
Captain George Wildinger.
Captain Frank A. D. Fleischer.

Rockaway Beach

Captain Louis Hemberger.
Captain Jacob Kussmaul.
Captain Joseph A. Burr.
Captain Joseph A. Ruddy.
Captain F. E. Reidell.
Captain H. A. Seelig.
Captain C. Cunningham, Jr.

Jamaica Bay

Captain William Krause.
Captain Wm. Hebler.
Captain Robert Donaldson.
Captain John Morhmann, Jr.
Captain Fred Nutchey.
Captain J. G. Schwab.
Captain John Kavanagh.
Captain Wm. Brod.
Captain John Everett.
Captain Wm. H. Russell.
Captain Charles Hallenbeck.
Captain Fred'k J. Baumann.

Coney Island

Captain Alex McKelvey.
Captain H. E. Estes.
Captain Henry Shuldiner.
Captain Tony Rossi.
Captain F. Licciardi.

Brooklyn, Bath Beach, Ulmer Park, Plum Beach, Sheepshead Bay

Captain Chas. Zimmer.
Captain John P. Boger.
Captain B. J. Frerichs.
Captain M. Grieshammer.
Captain John S. Mills.
Captain Theo. M. Cook.
Captain George Price.

Staten Island

Captain Edward Erickson.
Captain W. W. T. Court.
Captain Harry W. Butcher.
Captain H. E. Firneisen.
Captain Mario Bessi.
Captain L. Reimer.
Captain Jos. Jander.

Junior Auxiliary

A division has been organized at West Twenty-third street, Coney Island, with boys and girls under 16 as members. Each

Type of station at water fronts.

member is a good swimmer, can row a boat and has studied rescue work and first aid. The officers are:

Captain, Beatrice Wandell.
First Lieutenant, Madeline Wandell.
Second Lieutenant, Emanuel Kraus.
Boatswain, William Taylor.
Quartermaster, William Goldberg.

Many stations in the department of the city of New York are in process of organization, commanded by active captains or lieutenants who are in command until organization has been perfected, and are not included in the foregoing list of officers.

Owing to the fact that many of the active members of the Society are in the service of the United States in the army and navy, or are being called upon daily to go into service it is impossible to give accurately the personnel of the officers of the life saving service for the coming season.

LIST OF STATIONS, NEW YORK STATE

	Stations
Albany and Troy	10
Long Island Sound and Peconic Bay Division	10
L. I., Ocean Division	10
Auburn	2
Larchmont	2
Waterford	2
Mahopac Falls, Camp Henry	1
Binghamton	10
Fishkill and Newburgh	5

Other stations are in process of formation throughout the State.

Those in charge of the work of the Society in New York State outside of the Greater New York are:

Commodore F. W. Griffiths.....Albany and Troy
Commodore L. de Varian.....Auburn
Commodore F. C. Kelly.....Binghamton
Commodore Jas. J. Kennedy.....Fishkill and Newburgh
Commodore Fred William Curtis.....Waterford

Long Island

	Stations
Vice-Commodore H. N. Jackson	Babylon
Captain F. W. Hawkhurst	Oyster Bay
Captain Dan Smith	Oyster Bay
Captain C. H. Dawson	Shelter Island
Captain Warren Haff	Islip
Captain Monroe Hawkins	Bayport
Captain Alfred Dupree	Bayport
Captain A. Clifford Myers	Sayville
Captain A. Darius	Amityville
Captain Lloyd H. Noble	Point O'Woods
Captain Charles Hechinger	Massapequa
Captain E. Heller	Port Washington
Captain Raymond Stuyvesant	Port Washington
Captain W. Rogers	Westhampton Beach
Captain C. H. Myers	Rockville Center
Captain Geo. H. Vogt	Freeport

Commanding Officers to be Selected

Mattituck.	Greenport.
S. Jamesport.	Glen Cove.
Glen Cove.	Easthampton.
Huntington.	Southampton.
Northport.	Patchogue.
Centreport.	Port Jefferson.
Sea Cliff.	

STATIONS IN OTHER STATES

New Jersey

	Stations
State Superintendent W. G. Risler.	
Commodore Julius Granit, Coast Division	22
Commodore B. W. Wesling, Hackensack River and Hoboken	20
Commodore C. W. Brown, Palisades and Hudson River.	11
Commodore to be selected, Newark Bay	12
Scattering	12

Commodore C. W. Wesling — State Superintendent W. G. Risler

Hoboken, N. J. Division

Nos. 1 and 2.— Officers and Members of Hoboken and Staten Island Divisions. Decoration Day parade at Hoboken, N. J.
No. 3.— Summer headquarters, Hoboken Division, on Hackensack river.

	Stations
Connecticut	
New Haven, New London, Hartford, Norwich, Bridgeport	28
Massachusetts	
Boston, Fall River	10
Rhode Island	
Newport, Providence	20
Pennsylvania	
Philadelphia, Pittsburg, scattered	21
Maryland	
Baltimore and scattered	10
Illinois	
Chicago and scattered	34
District of Columbia	
Washington	2
California	
Los Angeles, San Francisco	10
Florida	
Palm Beach and scattered	10

TOTAL RESCUES DURING 1907

By Amateur or Volunteer Department

	Persons rescued
New York State	56
New Jersey	18
Connecticut	4
Pennsylvania	2
Maryland	1
For 1907	81

By Professional Life Guards Department	Persons rescued
At the beaches throughout the country where the Life Guards are members of the Society, there were.....	408
Total rescued in 1907	489

TOTAL RESCUES DURING 1908

Amateur or Volunteer Department

New York State.....	83
New Jersey	54
Illinois	37
Connecticut	7
Maryland	2
Washington, D. C.....	2
California	4
Pennsylvania	3
Massachusetts	1
Rhode Island	2
Total	195

Professional Life Guards Department

At the various beaches throughout the country where the Life Guards are members of the Society there were...	486
Total	681

New York State 83+392.

TOTAL RESCUES DURING 1909

Amateur or Volunteer Department

New York State.....	89
New Jersey	48
Illinois	28
Connecticut	12
Maryland	4

	Persons rescued
District of Columbia	5
California	8
Pennsylvania	4
Massachusetts	7
Rhode Island	1
Total	206

Professional Life Guards Department

The Professional Life Guards who are members of the professional department of the Society rescued	402

New York State Rescues

By amateur department	89
By professional department	257
New York State total	346

TOTAL RESCUES DURING 1910

Amateur or Volunteer Department

New York State	104
Connecticut	22
Massachusetts	8
New Jersey	77
Rhode Island	3
Pennsylvania	9
Maryland	5
District of Columbia	3
Illinois	26
California	7
The Professional Life Guards Department rescued	361
Total	625

New York State Rescues	Persons rescued
By amateur department	104
By professional department	266
Total	370

TOTAL RESCUES DURING 1911

Amateur or Volunteer Department

New York State	91
New Jersey	49
Connecticut	18
Rhode Island	4
Pennsylvania	6
Maryland	8
Illinois	19
Professional Life Guards Department rescued	402
Total	597

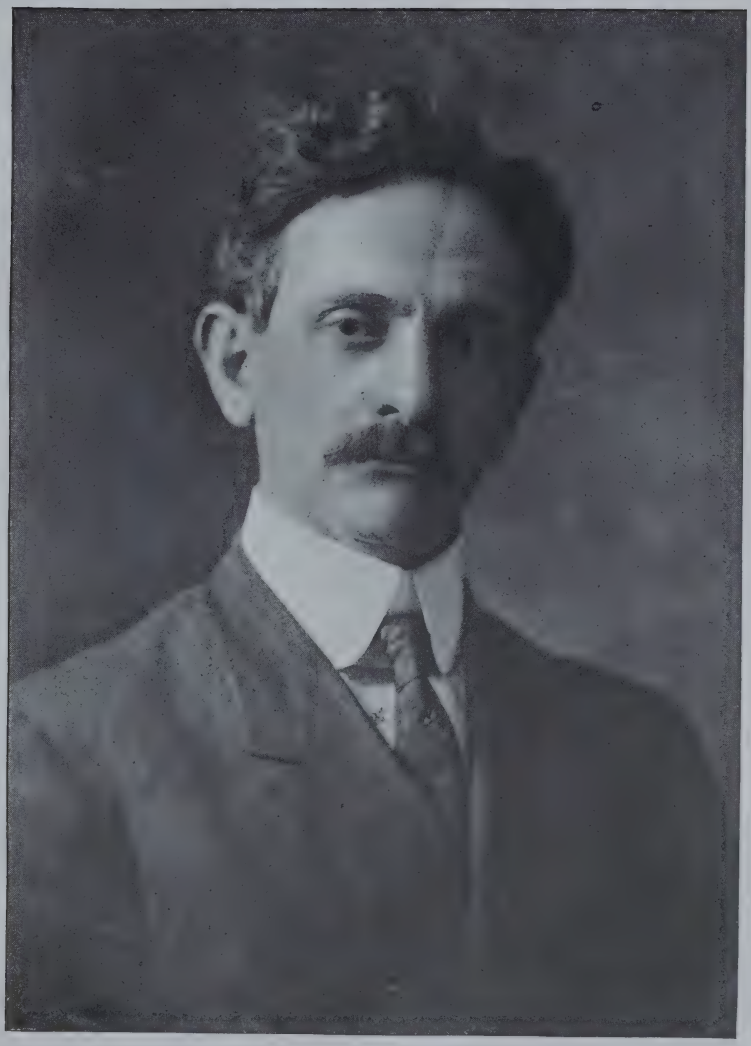
New York State Rescues

By amateur department	91
By professional department	310
Total	401

TOTAL RESCUES DURING 1912

Amateur or Volunteer Department

New York State	97
New Jersey	34
Connecticut	26
Rhode Island	1
Pennsylvania	4
Maryland	3
Illinois	14
California	7



G. Fish Clark, A. B., M. D., Medical Director of the Society. Dr. Clark has entered the service of the U. S. Government as army surgeon for the duration of the war.

	Persons rescued
Florida	5
Professional Life Guards Department	370
Total	561

New York State Rescues

By amateur or volunteer department	97
By professional department	295
Total	392

TOTAL RESCUES DURING 1913

Amateur or Volunteer Department

New York State	119
New Jersey	83
Connecticut	14
Massachusetts	4
Rhode Island	5
Maine	3
Pennsylvania	6
Maryland	2
Illinois	9
Florida	12
California	1
Professional department rescued	421
Total	679

New York State Rescues

By amateur department, volunteers	119
By professional department	328
	447

TOTAL RESCUES DURING 1914

Amateur or Volunteer Department	Persons rescued
New York State	137
New Jersey	62
Connecticut	9
Massachusetts	1
Delaware	3
Maryland	3
Florida	14
Illinois	19
Michigan	4
California	3
Professional department rescued	381
Total	636

New York State Rescues

By amateur department	137
By professional department	297
	434

TOTAL RESCUES DURING 1915

Amateur or Volunteer Department

New York State	151
New Jersey	73
Connecticut	7
Massachusetts	1
Rhode Island	1
Delaware	3
Maryland	5
Florida	14
Illinois	7
California	2

	Persons rescued
Ohio	1
Professional department rescued	343
Total	608

New York State Rescues

By amateur department	151
By professional department	281
	432

TOTAL RESCUED DURING 1916

Amateur or Volunteer Department

New York State	84
New Jersey	51
Connecticut	6
Massachusetts	3
Rhode Island	2
Delaware	1
Maryland	2
Florida	9
Illinois	11
California	1
Professional department rescued	361
Total	531

New York State Rescues

By amateur department	84
By professional department	291
	375

TOTAL RESCUES DURING 1917

Amateur or Volunteer Department	Persons rescued
New York State	130
New Jersey	69
Connecticut	11
Massachusetts	4
Maryland	4
District of Columbia	12
Florida	11
Illinois	14
California	2
Pennsylvania	5
Professional department rescued	293
Total	555

New York State Rescues

By amateur department	130
By professional department	257
	387

NOTABLE LIFE SAVING WORK DURING THE YEAR ENDING MARCH 4, 1918

Staten Island District

This district is under command of Commodore V. M. Jelliffe who joined the Society as a surfman in July, 1909, as a member of the Hudson River Division. In 1910, he organized the Vanderbilt Division, Staten Island, and was appointed captain in 1911, and in 1912 he was captain of the Howard Beach Division, Jamaica Bay. He has since acted as captain, vice-commodore and commodore at Staten Island; under his direction Boehms and Mungers divisions were amalgamated in 1917 and new divisions were organized at Oakwood and Carsten Beach. Several more stations will be opened by him in 1918.

Those in charge of the Staten Island District No. 2 are:

Commodore, V. M. Jelliffe.

Inspectors, New Dorp, Felix Boehm; Oakwood, Percy A. Rodman; Carsten, Godfrey H. Carsten.

Captains, New Dorp, H. Firneisen; Oakwood, L. Reimer; Carsten, Joseph Jander.

The three divisions are stationed at popular beaches with bungalows and abounding with fishermen and bathers.

Many rescues were made by the members and many persons were given "First Aid."

Among noteworthy acts Captain H. Firneisen swam out to Rodney Gorman of New York City who was drowning and after a hard struggle brought him ashore. He received a First Class Medal from headquarters.

Some of the Oakwood Beach Division, Captain L. Reimer, Boatswain John Smith, Quartermaster W. J. Murphy and Surfmen C. T. Ryan and E. Smith, went out for a motor boat which was foundering, and brought it to the shore, saving the boat and three passengers. They also repaired the boat.

Commodore Jelliffe was awarded a silver medal for rescues and first aid work since 1913, and almost all of the members of the district department received honorable mention.

Pelham Bay and Bronx District

The Pelham Bay Division is in command of Commodore Harold E. Shields and is on the beach of the city-owned free baths in Pelham Bay Park. Pelham Bay Park is a very popular bathing and outing resort and thousands bathe daily in its waters. The past season makes their fifth year at this beach, 26 lives were saved in 1917, making a total of 101 saved and 3,120 first-aid cases attended during this time. As Commodore Lamm is now in the service of the United States Army, Captain Shields will act in his stead as commodore of this district and safeguard the interests of the American Life Saving Society throughout this locality, in addition to carrying on the excellent work of the Pelham Bay Division which made 26 rescues during the season.

Of a membership of 21, 9 are now in the service of their country:

Commodore Gustave H. Lamm, now Lieutenant 47th Reg., Camp Greene, S. C.

First Lieutenant John Frey, now corporal, Military Police, Camp Upton, L. I.

Second Lieutenant L. Stumpf, now sergeant, Camp Upton, L. I.

Boatswain H. F. Hull, now 105th Field Artillery, Camp Wadsworth, N. C.

Surfman J. Davenport, now Military Police, Camp Wadsworth, N. C.

Surfman J. O'Neill, now Quartermaster Corps, Camp Wadsworth, N. C.

Surfman George Werk, now 22d Engineers, Camp Wadsworth, N. C.

Surfman H. Waska, now 8th Coast Defense.

Surfman W. Charles, now U. S. Naval Reserves, Pelham Bay.

RESCUES FOR 1917

Pelham Bay Park Division

June 17. H. Cohen, 423 East 6th St., and L. Schwartz, 420 East 6th St., rescued by Second Lieutenant L. Stumpf.

June 23. J. S. Doyle, 2472 Belmont Ave., rescued by Boatswain H. F. Hull.

June 23. Minnie Baker, Huntington Estate, rescued by Captain H. E. Shields.

June 26. Harry Bode, 101 Greenwich Ave., Stamford, Conn., rescued by Captain H. E. Shields and Quartermaster V. Ruffino in Palisade Park pool.

July 1. Asias Krotman, 395 E. 200th St., rescued by Boatswain H. F. Hull.

July 1. Joseph Salicowitz, 570 E. 143d St., rescued by Captain H. E. Shields.

July 4. Samuel Baumgarten, 733 2d Ave., rescued by Captain H. E. Shields.

July 22. Sig. Kreisler, 2048 Findley Ave., rescued by Captain H. E. Shields.

July 22. Mack Salvin, 764 E. 161st St., rescued by Boatswain Hull and Surfman B. Boker.

July 28. Girl, 17 years, name unknown, rescued by Captain H. E. Shields.

July 29. Paul Bosile, 2339 Arthur Ave., rescued by Surfman W. Charles.

August 5. Allie Reichig, 795 E. 160th St., rescued by Surfman S. Gorskey.

August 19. Polly Cohen, 1592 Washington Ave., and man assisted whom she was dragging down, rescued by Captain H. E. Shields.

August 19. Coracio Sebastiano, 239 E. 150th St., rescued by Captain H. E. Shields and Quartermaster V. Ruffino.

August 19. Al Diamond, 2004 Washington Ave., rescued by Quartermaster V. Ruffino.

August —. Schnapp, age 20, rescued by Surfman W. Charles.

August 21. Soldier, name refused (kk Reg.), rescued by Surfman J. Gorsky.

August 25. Girl, 22 years, name unknown, rescued by Captain H. E. Shields.

August 19. H. Jacobs, 2105 Clinton Ave., rescued by Surfman Ed. Stafford.

August 13. John Gerraty, 557 Fordham Rd., rescued by Surfman Ed. Stafford.

August 13. M. Rosenthal, 493 E. 173d St., rescued by Surgeon A. Costabile.

September 1. Grace Spielman, 1764 Webster Ave., rescued by Surfman S. Gorsky.

September 1. Grace Shaw, 1995 Webster Ave., rescued by Surfman S. Gorsky.

September 3. Anna Lipschiez, 1461 Brook Ave., rescued by Surfman W. Charles.

Hudson River District

This district includes the Manhattan side of the Hudson river from 96th street to county line and the district occupied by New Yorkers at Interstate Park, N. J.

The Audubon Division was organized by Captain Raymond T. Scott and Lieutenants Bud Grunow and Walter Blank. Captain

Blank has enlisted in the army and the work of the division has been taken up by the Young Men's Hebrew Association. The district is under command of Commodore George H. Trimingham with Captain Frank A. D. Fleischer in command of the Hudson River Division, with Lieutenants Fred Youngling and Frank Moore, and Lieutenant Surgeon E. R. Pease.

The Audubon Division is to recommend officers for commissions to headquarters before the opening of the active season.

The Interstate Division with Lieutenant Surgeon Turner in command will submit a list of officers to headquarters, for commissions before the season opens.

Lieutenant Surgeon Turner on January 27, 1918, saved a blind man from being run over at 125th street and 8th avenue, where he was caught between two trolley cars.

The members attached to this district have rendered first aid to many people and have assisted many persons in trouble on the water and with runaways and at fires.

Hoboken and Hackensack River Division

The Hoboken District was organized by State Superintendent William Risler and Commodore C. W. Wesling. It has done splendid work in rescuing the drowning, assisting those in danger on the land and administering first aid.

In conjunction with the Hoboken work the district divisions maintain a headquarters on the Hackensack river during the fishing and bathing season where splendid life saving work is done among the hundreds who visit the Hackensack during the open season.

The organization recently ran a block dance in aid of the Hudson Observers' tobacco fund, and always parades in uniform on Decoration Day and other patriotic parades in Hoboken.

In addition to treating 1,800 first aid cases, assisting imperilled boats, and helping struggling bathers, three of the members saved lives by stopping runaway horses, as follows:

A. Rotthoff, October, 1917, in Hoboken.

A. Sanford, November, 1917, in New York City.

Com. C. W. Wesling, in January, 1918, in New York City.

Commodore V. M. Jelliff, in charge of Staten Island District No. 2.
Crews on duty in the district.

Commodore Harry E. Shields, Bronx and Pelham Bay Park District, has many rescues to his credit.

Pelham Bay Park Division, Pelham Bay, Bronx. Protects thousands of bathers. Has made a great many heroic rescues.

Commodore Julius Granit, in charge of the New Jersey Department of the Society, has saved 34 persons from drowning.

The following eighteen members serving in the district have joined the Army or Navy:

R. Esler,
A. Blose,
D. Ritschie,
H. Smith,
H. Wittenbert,
M. Walters,
C. Woeferman,
E. Bach,
B. Konrad,
H. Bracker,
C. Kemmler,
M. Cohn,
G. Sibber,
E. Mayle,
L. Solveson.
Gus Graham,
Wm. Biehler,
A. Sanford.

WATER DEPARTMENT

Form of Organization for Uniformed Life-Saving Service

Uniformed Service

Consists of

Headquarters, and Life-Saving Force.

Headquarters Force

General Superintendent at National Headquarters.
General Organizer and Assistants at National Headquarters.
General Inspector and Assistants at National Headquarters.
State Superintendents, one in each State.
State Organizers in each State.
State Inspectors in each State.

Life-Saving Force

Commodores, each one in command of a district.
Vice-Commodores, two to each district.
Captains, one in command of each division.
First Lieutenants, each in command of a crew.
Second Lieutenants, each in command of a crew.
Lieutenant Surgeons, one to each division.
Quartermasters, one to each division.
Boatswains, one to each division.
Surfmen, five or more to each crew.

Rules and Regulations for Life-Saving Service,

Headquarters Force

Duties of Officers

Sec. 1. The General Superintendent shall have charge of General Headquarters and shall have general supervision of the Life-Saving Service. All reports shall be made to him by the officers entitled to make reports.

General Organizers

shall organize the work of the Society in the various States and subdepartments of the organization under the direction of the General Superintendent.

General Inspectors

shall inspect the work of the Society in the States and subdepartments of the organization and have charge of the headquarters boat service under the direction of the General Superintendent.

State Superintendents

shall have general charge of the work of the Society in the respective States under the direction of General Superintendent.

They may organize a headquarters force in their State, in accordance with the Constitution and By-Laws and the Rules and Regulations of the Society.

State Inspectors

shall inspect the work in their respective States under the direction of their State Superintendents.

State Organizers

shall organize the work in their respective States under the direction of the State Superintendent.

The State Superintendent in each State may organize a civil branch with officers, provided it remains auxiliary to the general work of the Society.

LIFE-SAVING FORCE

Commodores

Sec. 2. Commodores shall have general charge of the work of the Society in their districts as assigned and commissioned, and shall forward all reports from the Vice-Commodore and other officers of divisions and crews under their direction, to the General Superintendent. They shall keep up the work in their districts to a high order of efficiency, and make a semi-monthly report to the headquarters, giving in detail the work of the officers and crews under their jurisdiction.

Commodores shall be appointed by the General Superintendent. They shall be appointed from among the Vice-Commodores when practicable.

Vice-Commodores

shall have general supervision of the work of the Society in the district in their charge, inspecting the condition of the property of the Society in the custody of the divisions and crews, and reporting to the Commodores on this, as well as on the general work accomplished in their districts. They shall be appointed by the General Superintendent.

Captains

Each Captain shall have charge of a division, having a station with not less than three crews.

He shall be appointed by the General Superintendent, and hold office unless removed upon charges or for the good of the service. He shall carry out the rules of the Society for the regulation of the crews in his division and shall file a weekly report with the Vice-Commodore of his district, of all drownings, rescues, or accidents on the water. He shall take personal command of the first boat's crew of his division.

Lieutenants

shall be of first and second grades and appointed by the Captains as the crews are organized by them. Any boatman organizing a crew shall receive a Second Lieutenant's commission, two boat crews a First Lieutenant's commission, and three boat crews a Captain's commission, provided he shall be authorized by the Commodore of his district with the consent of the General Superintendent.

The Lieutenant Surgeon, Quartermaster and Boatswain shall be appointed by the Captain of each division. They shall perform such duties as are prescribed by the Captain.

Duties of Officers

Sec. 3. It shall be the duty of every officer to carry out the rules and regulations of the Society, to instruct his officers, and the men under his charge in swimming, rescuing and resuscita-

tion, to make reports required by the rules, and at all times to uphold the honor and dignity of the Society. They shall at all times maintain discipline, and shall report any violations of the rules, by officers or privates under their control, to the proper authority.

Rules for Boat Crews

Sec. 4. Rule I. Each crew shall be composed of five men; a lieutenant and four surfmen, who must be good boatsmen and swimmers.

Rule II. Each man shall make himself proficient in the use of oars and boats, and in swimming, diving, rescuing, and resuscitation.

Rule III. Each member of a crew shall obey the orders of his superior officers. He shall at all times conduct himself in a gentlemanly manner, and by his deportment endeavor to reflect credit upon the crew and division.

Rule IV. Any person 18 years of age or over may become a member of the American Life Saving Society if he enrolls his name on a blank provided for the purpose, and is capable of performing the duties of a life-saver and member of a boat crew, and is sound in body and morals. Nonswimmers may become members of auxiliary crews until capable of performing life-saving work.

Rule V. Every officer shall be saluted in the same manner as in the United States Navy.

Rule VI. All medals and decorations shall be worn upon the left breast.

Rule VII. Boat crews should patrol their districts as continuously as possible.

Rule VIII. It is recommended that every division or separate crew not in a division adopt, as nearly as practicable, a uniform style of dress suitable to the water service while on duty.

Rule IX. Every officer and member should make himself thoroughly familiar with the methods of rescuing and restoration herein published, so as to be qualified for every variety of our work. Ignorance may cost a life.

Care of Life-Saving Apparatus

The cork rings will hold up three persons in the water, if the persons act quietly.

The wooden ice balls to be thrown into broken ice fields should be supplied with a 100-yard line.

The lines on life rings and ice balls should be kept in good order; crews should practice for precision in throwing them.

Instructions for Using Life Preservers

Sec. 6. Persons seizing a life ring should place both arms over it, holding it under the chin and treading water, remaining otherwise perfectly quiet. Do not exhaust the air in your lungs by screaming, but inhale in long breaths, keeping the lungs as full of air as possible. If you keep cool the ring will hold you up indefinitely.

Sec. 7. The honor medals and certificates of honor given for heroic conduct are priceless mementoes of self-sacrifice which should be highly prized by the recipients. They will be given only in cases of real merit, well authenticated by eye witnesses and attested to by a notary and an officer in the district in which the rescue was made.

Sec. 8. Auxiliary crews of women may be formed at the discretion of the General Superintendent.

Sec. 9. Junior auxiliary crews of boys under 18 years may be formed at the discretion of the General Superintendent.

Sec. 10. Each crew or division of the Society may form a civil branch, provided it is auxiliary to the life-saving work of each crew or division, and does not conflict with the rules and regulations of the organization.

Court Martial

Sec. 11. Sub. Sec. 1. Commissioned officers may be court martialed for inefficiency, delinquency, actions unbecoming an officer, neglect to enforce and carry out the rules and regulations and for any act prejudicial to the best interests of the organization.

Sub. Sec. 2. The court martial for commissioned officers above the rank of Lieutenant shall consist of five commissioned officers not in the same district with the accused officer, who shall be

appointed by the General Superintendent. It shall be known as the Headquarters Court Martial.

Sub. Sec. 3. The court martial for commissioned officers under the rank of Captain shall consist of the Commodore and Vice-Commodore of the district in which the accused officer is stationed. It shall be known as the District Court Martial.

Sub. Sec. 4. The court martial for noncommissioned officers and surfmen shall consist of the Captain and Lieutenants of the division to which the accused officer or surfman is attached. It shall be known as the Division Court Martial.

Sub. Sec. 5. Appeals can be made within three days as follows:

Commissioned officers above the rank of Captain may appeal for another court martial to present new evidence, or for another hearing.

Sub. Sec. 6. Commissioned officers under the rank of Captain may appeal for a hearing before the Headquarters Court Martial.

Sub. Sec. 7. Noncommissioned officers and surfmen may appeal for a hearing before the Headquarters Court Martial.

Sec. 12. Only such buttons, badges, emblems and devices may be worn as may be prescribed by the General Superintendent and the Board of Governors.

Nonuniformed Service

Sec. 13. Nonuniformed crews will have all the rights and privileges of the uniformed service, except that they shall not participate as a body in the public demonstrations of the Society.

Sec. 14. The crews of the nonuniformed service shall be subject to the same rules and regulations as the uniformed service, and upon securing uniforms shall be enrolled in the uniformed force.

INSTRUCTIONS FOR SAVING DROWNING PERSONS BY SWIMMING TO THEIR RELIEF AND THE PROPER METHODS OF RESUSCITATION

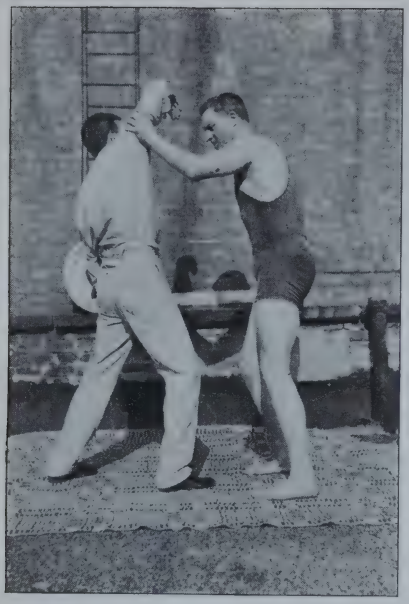
By Norman C. B. Cox

During the winter of 1913 a committee was appointed by the American Life Saving Society to look into the methods in use at home and in foreign countries, with the object in view of ascertaining their relative merits, drawing from each its best features, and then drafting a set of rules to be adopted by the Society as its standard. There served on the committee prominent swimmers, water polo players, life-savers and medical authorities, who contributed to the good cause their valuable experience in the various lines, and the result was the formulation of a code, modern, simple and complete, which promises to allow even the mediocre swimmer to tackle a rescue successfully and without fear of ill consequences, while fitting any one who reads it retentively for the proper handling of the victim of a drowning accident.

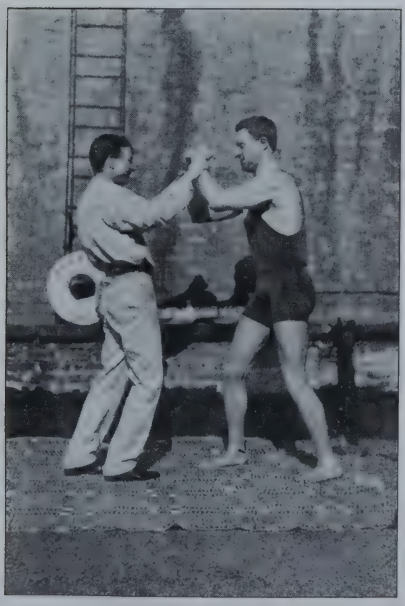
Let us take first the line of conduct prescribed when going to the aid of those in danger, as worded in the code. Here are the instructions given:

Instructions for Saving Drowning Persons by Swimming to Their Relief

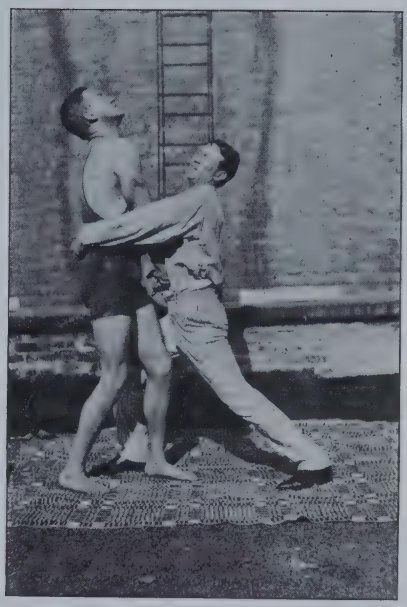
Rule 1. If you are dressed and see any one in difficulty in the water, begin at once, without hesitation, to remove your outer clothing. Take off first your coat and vest, then your shoes, tie and collar. Thus ready, try to familiarize yourself at a glance with existing conditions, noting whether the water is still or running, where you can best make a landing on the return, what



Figures 1 and 2. Eluding the grip of a drowning person. As the drowning person raises the arm to grab you, place your left hand under his armpit, push yourself under water, turning from him, with a quick jerk turn him so you are behind him, then grasp him.



Figures 3 and 4. Breaking a wrist hold. When seized by the wrists, shoot the hands together, then twist them outward with a quick motion.



Figures 5–6–7–8. Breaking a body hold and subduing a violent person. When caught below the elbows, jerk your shoulders forward. This will loosen his grip, then draw the arms upward and proceed.

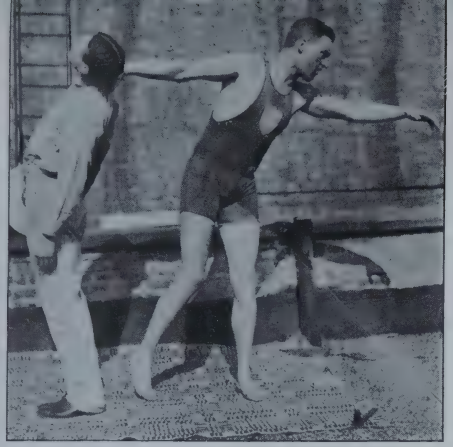


Figure 12.

Figures 12 and 13. Carrying an unconscious person. Seize him by the hair, or clothes, and tow him on his back.

Figure 10.

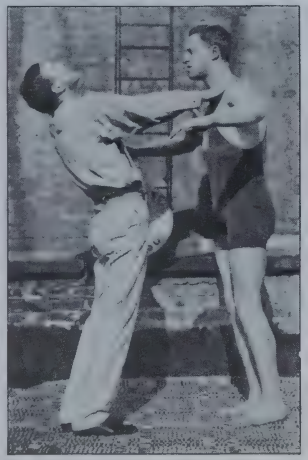


Figure 11.

Figures 10 and 11. Helping the exhausted conscious swimmer.

Figure 9.

Figure 9. Carrying a victim on shore and retaining one arm free.

Figure 13.

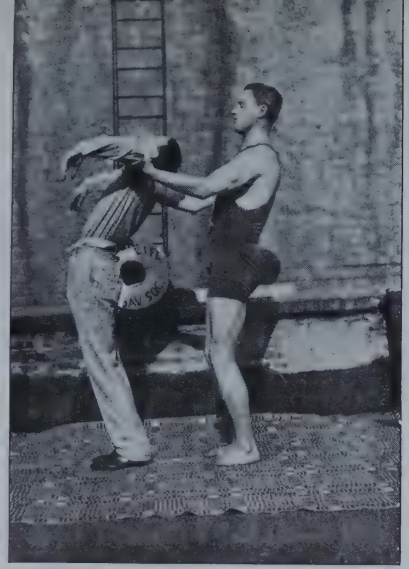


Figure 14.

Figure 15.

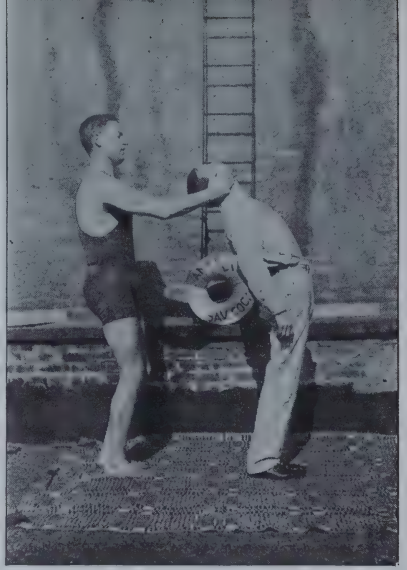


Figure 16.

Figure 14. Excited victim. Take hold of both arms above the elbow, or as in Figure 15, pass your hands under his arms and uphold him

Figure 17. Aiding a Rescuer

Or as in Figure 16, seize him on each side of the head.

Fig. 17. If a rescuer has been caught in a body hold, approach him from the rear, place knee on his back, and hand under his chin, then throw him back till he lets go.

Figure 18. Expelling foul air and mucus.

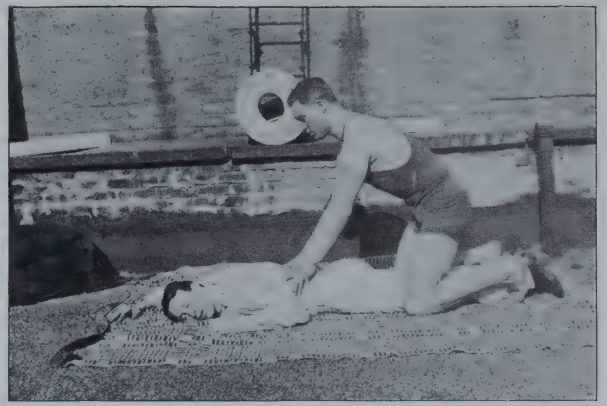
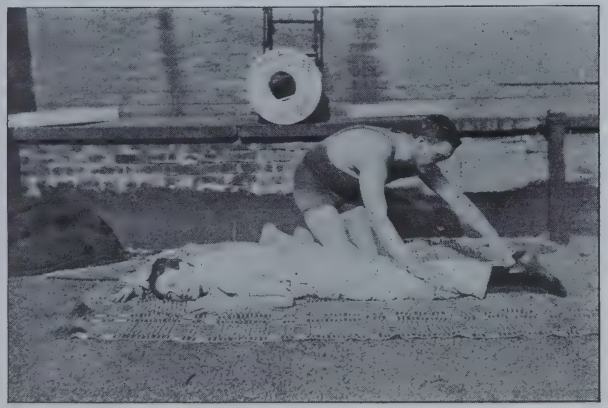


Figure 19. Getting fresh air into the lungs by a quick release of the lower ribs.



Restoring circulation and warmth by massage. Figures 20 and 21. This must not be attempted until the person is conscious and recovering.

assistance you may count upon in case of need, and so on, deciding quickly on a plan of action.

Rule 2. As soon as you become convinced that the person is really in danger jump immediately into the water, entering carefully, with a shallow dive if head first, to avoid striking should there be submerged obstructions. On coming to the surface strike out with easy, well-timed strokes, conserving your energy, and keep your eyes constantly on the victim, that you may know where to search for him if he sinks before you reach him. This is particularly important in running water, when it is advisable, if the man disappears, to go directly to the spot where he was last seen, plunge under water and swim with the current. The prevalent custom of taking up the search from below the mark, against stream is not the right one. Besides its being hard and exhausting to breast the current, you may lose valuable time if the body travels faster than you estimated, or is caught and held.

Rule 3. On coming within range of one who is struggling violently or shows signs of panic, assure him, with a loud and firm voice, that he is safe. Do not close in rashly; act warily. And bear in mind always that the only safe and ready way to subdue a frantic man in the water is to secure a hold from behind him. Aim, therefore, at coming upon him from the back, or at gaining this position without coming to a grapple. Either splash water in his face as soon as you are near enough, which will generally make him turn away, or watch for an opportunity and swing him around yourself. A simple and effective way is to lunge unexpectedly for his wrist, and, with a sudden, outward movement, spin him about, throwing your free arm around his neck. Once you have him thus you can, if he is submissive, grasp him by the hair or the neck of his suit (Fig. 12), and with a quick pull toward you, start him floating face up, when you throw yourself gently backward, and proceed to tow him in this position, or by swimming with your unhindered arm and the legs.

If he shows fight, place one hand on either side of his head (Fig. 16), near the jaw, and hold him firmly, or seize him by the arms above the elbows (Fig. 14), with your palms up, using your legs to propel yourself. If very unruly, better pass your arms under his (always from behind, of course), drawing him into a

close embrace (Fig. 15) and pressing your hands on his chest. If this seems insufficient and you fear he may break away and prove dangerous, shift your hands from his chest to his head, without removing your arms from under his, and force his head forward, locking your legs around his (Fig. 8) and waiting until he has quieted down before attempting to carry him further. This method is drastic, however, and should not be used except in extreme cases.

Rule 4. When you are called to the aid of one who has sunk, look around for bubbles — they are usually seen — and if the water is still they indicate the exact location of the body, directly beneath. Dive down at an angle on reaching the spot, starting a few feet away from the bubbles, and if you fail in your first attempt try a spiral plunge next, as you may otherwise overshoot the mark and become confused. In running or tidal water the bubbles will arise further down the current than the body lies, so dive from well above them, as already told, and swim with the stream.

Rule 5. When you find your man below the surface, seize him by the hair, the clothing near the neck, or pass your hand under his chin. If you are on the bottom and the footing is free and solid, push off from it with a good upward spring, and then help your rise with the unincumbered arm and legs; but if the bottom is reedy or soft don't attempt to push from it or you may get caught.

Rule 6. In towing the rescued ashore never exhaust yourself by trying to breast a strong current, or to cut it in a straight line; many lives have been lost this way. Take no chances. Just swim easily across the running water, meeting it diagonally, and seek the first landing place you can. Similarly, if you are caught in an outsetting tide at the seashore, or in a bad undertow, don't play yourself out in battling against them. It is far wiser to retain your strength, merely supporting your charge with head above water and awaiting the help which is likely to come at any moment in the shape of a lifeline or boat.

The belief generally held that drowning people have a death grasp which is practically unbreakable does not seem to be shared by medical men who have given special study to the subject.

Most of them, in fact, are of the opinion that no such thing as a death grasp exists. They claim, on the contrary, that, as a man loses consciousness, strength passes with recollection, so that the muscles gradually relax, loosening his hold. Whatever the truth in the matter, there is no doubt that drowning people soon lose control over themselves, and cannot, unaided, make their way toward you, so that by approaching them carefully you should be able to avoid being seized by them.

Rule 7. It happens frequently, however, that, through miscalculation or accident, you find yourself so close to a struggling man that he can throw his arms about your neck or body. A means has been devised of eluding his efforts before you are caught. As he puts out his arm thrust your open palm under it, near the armpit, so as to have his arms resting in the curve between your index finger and thumb; duck your head (Fig. 1); allow yourself to sink; twist your body outward (Fig. 2); then thrust his body forward, over you, and come quickly to the surface, when you will find yourself behind him, in position to secure any of the back holds described above. This clever break, which we owe to the American water polo players, has proved so sure and safe that those who have mastered it close in unhesitatingly with the most violent victim, confident of getting the upper hand in a few seconds.

Rule 8. If, on the other hand, you unfortunately find yourself in the toils of a drowning man, do not lose your head, for effective breaks have been evolved for every known hold, and you can free yourself by using them. For instance, if you are locked by the wrists (Fig. 3), sweep your arms violently together, twisting your wrists hard against your captor's thumbs (Fig. 4). He will surely relinquish his hold, and with a quick motion you can reach for his arm and spin him around, back toward you.

Body holds are more difficult to deal with, but swift and energetic action should liberate you. When caught around the shoulders so that your arms are pinned down above the elbow, bend your head and simultaneously throw up and out both arms. These combined movements will shoot you downward, bringing the other's arms about your neck or head. Then slip your palm under his armpit, hurl him around you and you have him from

behind, at your mercy. If the hold is around your waist, over your forearms (Fig. 5), jerk both shoulders suddenly forward, which will loosen his grip, then lean back with a swift jerk and oscillate your shoulders heavily from side to side, gaining enough room to extricate one arm. Use this arm in leverage, bracing the hand on the pit of his neck. Snap out the other arm and lay its hand on his face, with the heel under the chin, palm over the mouth and outstretched fingers on either side of the nose. Then force his head back (Fig. 7), at the same time pressing on the mouth and squeezing the nostrils together, so as to close completely both breathing channels. This shutting off of the air supply is in most cases sufficient to make the drowning man clutch at your hand and release you, but with a powerful antagonist it is advisable to bring up the bent knee, resting it against his body, ready to facilitate a breakaway in case of necessity.

Throughout the rescue it is helpful to speak quietly encouraging and reassuring words, if your ward is conscious, telling him what is being done ashore to bring assistance, how near he is to safety and so on. This always has a steadying, calming effect.

So much for the actual work in taking the victim from the water.

Instructions for the Resuscitation of the Drowning.

Preliminary Remarks

And now we come to the question of how to care for the patient after landing him on terra firma. Before touching on the rules to follow it may help a thorough understanding of the subject to devote a few lines to the physiology of resuscitation and to the various known methods of producing artificial respiration.

The work of resuscitation to be thorough must have an object, first to free the stomach and air passages from water and mucus; second, to force all the vitiated air possible from the lungs; third, to replace the foul gases with pure air that will properly oxygenate the blood; fourth, to induce this oxygenated blood to circulate and reach the heart; fifth, to restore natural respiration.

The restoring of natural respiration is, of course, the final and essential aim.

The earliest recorded methods were those of tongue-traction and

mouth-to-mouth inflation. Both were defective because neither took into consideration ridding the lungs of the mephitic air which is the principal check to returning activity. Tongue-traction depended entirely upon nervous stimulation, and the mouth-to-mouth system was even less effective, as it merely distended the lungs, increasing the supply of vitiated air.

In 1890 Dr. A. E. Schaefer, of the University of Edinburgh, was made chairman of a committee appointed to investigate the various methods of resuscitation then obtaining and, assisted by Dr. D. P. Herring and a competent staff, he carried out exhaustive experiments which eventually led to his evolving the so-called prone pressure method.

Here, then, is a simple, easy, readily learned method, which enables the living subject not only to continue indefinitely under treatment without voluntary breathing, but accumulates an excess of oxygenizing air at the rate of 910 c. c. a minute above normal requirements. There can be no question of its supremacy.

Resuscitation Instructions

Following are the rules of the American Life Saving Society for operating the Schaefer or prone pressure method:

1. Carry the victim gently, face down, so that the mouth will begin at once to clear, on emerging from the water, but do not raise the legs higher than the rest of the body. If you have no help, carry the patient in the manner illustrated in Fig. 9, over your shoulder, with hand under his crotch, locked to his wrist.

2. Lay patient down carefully, prone. Open mouth wide, and, if foul with mucus or foreign matter, clean with hand or cloth. Stand across body, facing the head, and pass your arms around the waist until your hands meet over the left side, interlocking the fingers in order to grasp the stomach between your palms. Force out the water by raising the body from the midde, at the same time pressing the hands together. Knead inward and upward under the ribs from the left side toward the center. Press for four seconds, then relax, endeavoring to grasp more and more of the stomach pouch, until water ceases flowing from the mouth.

3. Place a small roll of clothing, a pillow or like support, beneath the victim at the stomach. Turn his head to windward.

Crook his arm on the side opposite the face. Rest the head in the bend of this arm. Leave face to the wind.

4. Kneel over the patient, still facing the head, with the one leg on each side of the body. Rest your open hands on his back, thumbs near the spine, at the height of his elbows, fingers spread over the lower limbs. Throw yourself forward, weight on your arms, and with steady, increasing pressure force out the foul air from the lungs (Fig. 18). After four seconds straighten up quickly (Fig. 19), releasing the ribs, so that they will spring back into place. Bend over again immediately to press for four seconds more, then straighten. Continue this treatment until signs of life begin to appear. Make from twelve to fifteen respiratory acts to the minute, according to the size of the patient. The larger the victim the more forcible and sustained should be the pressure and slower the action.

5. If you should have an assistant, let him keep the mouth open and clean while you operate. He may also help by tickling the patients' nostrils with a feather, or passing smelling salts under his nostrils.

6. Should these stimulants fail to take effect it may aid matters to slip an elastic band around the tongue of the subject. As you release pressure the assistant draws the tongue out; as you apply it he lets it slip back. In this way the air passage is gradually cleared through expulsion of the mucus from the throat.

7. As soon as natural breathing sets in strip the patient of all wet clothing, cover the upper body with something warm and dry and start rubbing the limbs with rapid strokes, first from the center joints toward the extremities, then toward the heart — that is, in applying friction to the legs, face the feet, lay one hand lightly on the thigh and draw it rapidly toward the center of the body; then lay the other hand in the same place and repeat. Keep going lower as the parts warm until you reach the feet. Take each foot between both hands and rub the two sides at once. When the leg is warm facilitate the return of the activated blood to heart by wrapping the hands around the ankle and pressing upward, gradually moving toward the body (Fig. 20) and squeezing every few inches. Treat the arms in like manner (Fig. 21).

8. After thus massaging the patient, envelop his body in

blankets, or dress him in woolen underclothes, and put him to bed. If natural heat does not return promptly, distribute hot bricks or water bottles at his soles, over the stomach, and under the armpits, taking care to wrap them in cloths to protect from burns. See that there is good circulation of air in the room, and that some one remains on hand to meet emergencies, for there is danger of congestion for some hours.

9. If necessary, give patient whiskey, brandy or other stimulants, diluted in hot water. Administer in teaspoon or tablespoon doses, every ten or fifteen minutes for the first hour, and as often as seems expedient thereafter.

And a parting admonition in closing. Do not become discouraged if success does not at once reward your efforts in resuscitation. Often the patient will respond after all hope seems lost. Authentic cases are on record of victims having been restored to life after being under water for as much as half an hour, and it has at times taken as long as four hours to induce natural respiration in the apparently drowned. Keep this before you when you fail at first, and do not let yourself be disheartened.

A FEW LINES TO THE AMBITIOUS SWIMMER

By L. de B. Handley

Chairman of Advisory Committee on Swimming of the Society

During the past few years the art of natation has been completely revolutionized. Not only have new and better strokes been evolved, but more rapid and effective means have been discovered for the teaching of swimming, and ideas in general have changed materially.

Thus, while the breast stroke was considered not long ago the only one through which to acquire the rudiments of watermanship, and also the most valuable for life-saving and long distance swimming, to-day our best instructors have shelved it altogether. They claim that they can teach novices in half the time with side-stroke or the elementary crawl and also avoid having to later undo the work done in promoting their pupils to the modern strokes; they state that the breast stroke is of little use in assisting those in danger of drowning; and further maintain that the side-stroke, trudgeon and crawl are infinitely preferable for distance swimming. Nor can any of these points be disputed in the light of recent developments.

In fact, we have seen advocates of the side-stroke and elementary crawl turn out thousands of candidates able to keep afloat after two or three short lessons, while it usually takes six or more to obtain similar results with the breast stroke; we know that the crawl school has developed racing men of championship calibre within a couple of years; it has been convincingly demonstrated that the back stroke is the best to use in performing a rescue, since it permits one to secure a firm hold on the struggling victims and assume comfortable position in carrying them ashore and there is no question that the modern strokes are preferable to the breast stroke in swimming long course, for all successful marathon

Louis de B. Handley, Chairman of the Advisory Committee on Swimming of the American Life Saving Society. Captain of the Champion New York Athletic Club Polo Team.

racers use them, indicating clearly that they must allow their exponents to cover the miles faster and with less waste of power than the older ones, else they would not lead the competitor to success.

Thus prefaced, a short description of the methods used by followers of the elementary crawl will not be amiss, for it will enable those about to learn how best to go about it even unassisted. It should be added, however, that the beginner will profit by going through his novitiate under the guidance of a competent instructor, whenever possible, for it is very difficult to tell, in swimming, whether one is doing things right or wrong without an overseer and proper coaching at the start will not only make for more rapid progress, but avoid the acquisition of faults, hard later to correct.

In learning by means of the elementary crawl the candidate is made to first stand on land, bent forward from the waist, so that his upper body is nearly on the swimming plane, and told to rotate the arms alternately but continuously wind-mill fashion. Each arm starts from the hip, goes back and up over the head, then front and down to original position, describing a complete circle. The movements are so timed that when one arm is passing over the head fully extended, the other is brushing the hip.

A very few minutes of this exercise are sufficient to give a clear idea of the wanted action, and without further ado the pupil dons water wings and enters the shallow end of the pool, or any place where he can easily touch bottom, to go through the same movements stretched out on the water, but with head raised, as in swimming the breast stroke.

As a rule he finds that he can make headway from the start, for the supporting device keeps him afloat and there are no negative movements of resistance to check the advance, since the legs are left to trail, fully extended, and the arms recover above the surface. This at once inspires confidence, even in the most timid, and confidence, we know, is nine-tenths of the battle in learning to swim.

After a little thrashing back and forth, the candidate is instructed to begin bending his arms in recovery and roll rather heavily in drawing them out of water.

This not only makes for cleaner action, but the roll also imparts

unconsciously to the legs a swaying up and down alternate motion, each beating in time with the drive of the opposite arm, which lays the foundation for a correct crawl thrash, or for a well timed scissor kick.

As soon as the coach thinks it advisable the candidate is allowed to venture into deep water, still wearing the wings, that he may realize it is just as easy to swim there as within his depth, then he returns to the shallow spot, discards all support, and has his first trial at keeping up through his own efforts. Generally, he can swim a few strokes, at least.

This much accomplished it is simply a question of increasing the distance little by little, and gradually emphasizing the thrash of the legs and slowly improving the movements of the arms, until the elementary crawl is mastered.

Next the breathing is tackled and the pupil shown how to inhale through the mouth, by a twist of the head, while the top-arm is pulling, and to exhale underwater, preferably through the nostrils, while the same arm is recovering. This learned he is ready to assume the face-down position prescribed for both the trudgeon and crawl and to perfect the stroke according to either type he may choose to adopt.

There are at present in use two basic strokes — I may call them the trudgeon and the crawl. Both feature the same arm movements, but are characterized by different leg drives. With the trudgeon goes a scissor kick in which the top-leg is advanced slightly, almost straight, while the under-leg is bent back, half way to kneeling position. Then they snap together. The opening movements should be made slowly, as the upper arm finishes its drive, the closing ones vigorously, as soon as the same arm has completed its drive. With the crawl goes a continuous, alternate up-and-down thrash of the legs, narrow in scope and continuous. The knees should be bent very little and the feet should be kept under water, the heels at most appearing above the surface. The thrash is timed with the arm movements, but this point need not be considered at all, for one falls naturally into the wanted rhythm as proficiency is acquired.

As to the general arm action, it is alternate and equidistant, that is, as one arm catches, the other should be finishing. Both

arms follow the same orbit. The most successful coaches claim that the hand should dip close to the head and before it (inside the shoulder line) going full reach underwater, slanting downward, so that by the time the arm is fully (but comfortably) outstretched, the hand is several inches below the surface, at such an angle that the power becomes effective the instant it is applied. The arm then drives down and back, passing nearly under the centre of the body, and keeping a strong, even pressure on the water until it nears the thigh. Then the power is turned off, the muscles are relaxed and the elbow raised, allowing the arm to come out gently, without jerk. The arm is carried forward clear of the surface, and still bent at the elbow, so that in passing beyond the head for another stroke it may find itself in the needed position to dip at the proper angle.

The single and double trudgeon-crawl strokes, which have of late accounted for a good deal of record breaking, are a combination of the basic types, as the names indicate. It is the prevalent opinion that they give best results.

Again here the leg drive is their only distinctive feature. In the single variety a scissor kick is taken at the end of the drive of the top-arm, as in the trudgeon, then a crawl thrash is introduced and held until it is time for another scissor, thus maintaining the momentum of the body between kicks. In the double variety two scissors are used, one at the completion of each arm drive, and with the same thrash between them. It is necessary in swimming the former to roll rather heavily on the under shoulder, that the scissor may be made horizontal or nearly so, else the under foot comes above water and finds no point of leverage. For the same reason, the roll must be from side to side in the latter.

Of course, the roll should be adjusted to meet requirements. In sprinting the scissor kick is made so narrow that it is hardly noticeable, appearing merely as an accenting of the rhythm, so that there is no necessity to seek a lateral action. As the course increases in length, however, the opening of the legs is gradually widened and it becomes advisable to saw more and more in order to make the applied force fully effective.

Before concluding it may be well to point out that the ideas held by some regarding the availability of the modern strokes to

the public at large, are quite absurd. These people seem to believe that because said strokes are used by competitors they must be racing strokes pure and simple, neither available nor advisable to the average individual. Yet the very fact that the stroke enables its devotees to attain success in contests at all distances should be sufficient proof of their general utility. Making allowances for natural ability, a contestant succeeds because his methods permit him to take full advantage of his physical resources and to cover the distance at the greatest possible speed with the least expenditure of energy. Every record broken furnishes added evidence of the improvement of methods.

Now, if a stroke enables one to swim fast and comfortably, is there any logical argument against its adoption not only by racing swimmers, but also every man, woman and child who seeks recreation, or exercise in the water?

For the test, the great majority of our school boys and girls now swim the trudgeon and crawl, or their combined varieties, and many pleasure bathers past the competitive age use them and enjoy using them. That seems pretty conclusive evidence.

L. (Bud) Goodwin, Member of Advisory Committee on Swimming of the A. L. S. S., and of the New York Athletic Club. Holder of Championship from Battery to Coney Island and many other swimming championships.

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HOW TO TRAIN FOR LONG DISTANCE SWIMMING

By Budd Goodwin
Long Distance Champion of America

In training for distance swimming, we must first of all forget about speed. Get the stroke with the smooth and unchecked run on the finish of each stroke, it is what counts in the long swim. The would-be distance champion must first put himself in the hands of a good coach or some real expert swimmer, one who knows how to teach a stroke, and not the expert swimmer we read of drowning, as we often do. The idea of the easy gliding stroke is to lessen resistance from the water as much as possible. This can only be done by adopting a stroke that offers the least resistance on the recovery. The American crawl, not the Australian, and the trudgeon are the two best strokes to use. In using the American crawl, the arms are bent at the elbows and placed in the water about twelve inches from the head and are brought under the body still bent all the way to the stomach. Then lifted out, with the shoulders arched, and placed in the water as at the start. The legs ought to be kicked as the right arm enters the water and not a continuous independent kick, as most people imagine. This idea of a continuous independent kick of the water with the legs is entirely wrong.

A breath is taken only when needed and not on each stroke. The head should be kept high enough to have the eyes on the water level. In using the trudgeon stroke the arms are to be bent as in the crawl, but the kick is entirely different, a good scissor kick taking the place of the crawls.

The legs should be opened less than two feet and snapped together. A breath is taken on each stroke and the head held in just a little higher position than the crawl. After the kick is taken the body is allowed to run before beginning a new stroke.

These strokes can be used all the way alternating.

After the strokes are mastered or nearly so, we can start in to do the work for condition. Swim a quarter of a mile slowly each day for a week, then increase the distance the next week to a half mile swim a day. A few sprints occasionally of a hundred yards each should be taken to get up the speed. About the third week increase the route to a mile about three times for that week on alternate days. The other days a quicker half mile or a fast quarter rests one up a bit. The period of training depends on the man himself. Some need more work than others. But if the swimmer is getting tired of his work, he had better lay off a couple of days, that will prevent his getting stale.

No special diet is necessary. But alcohol and tobacco are bad at any stage of the game.

After a person has spent a few months training, he will wonder where all of his muscular development is coming from and if he has it in him he can swim a distance with the best of them.

EMERGENCY POINTS FOR YOUNG SAILORS

Boys along shore are interested in and become familiar with many things for both pleasure and profit that are a closed book to boys inland.

The making and handling of salt-water craft tend to cultivate self-reliance, patience, keen observation, judgment, and many other qualities which help form and strengthen character and which will be helpful in after life.

I thought, therefore, taking the experiences of my younger days as a basis, that an article embodying the handling of small craft could be made both interesting and instructive.

I shall not devote much space to the building of craft, but to the rigging and science of sailing it; how to remedy accidents when afloat; judgment of weather and surface currents; what kind of knots to use for different purposes (for there are no two exactly alike), and, in fact, to "keep an eye to windward" constantly.

For instance, it is an axiom among sailors that (afloat) "it is the unexpected that always happens." It is, therefore, a good thing to be as fully prepared as possible, and with a quick grasp of expedients, based upon a knowledge of the exact thing required and the quickest and surest way to get it, there is no reason why any smart boy should not be a good sailor.

For the boy who loves the water, and more especially the water lover who possesses ingenuity and facility in the use of tools there is an almost endless fund of enjoyment along the shores of either salt or fresh water.

There is, doubtless, much pleasure in the mere handling a craft, however simple its construction, in a seamanlike manner; but that pleasure is greatly increased and more thoroughly satisfying if both craft and rigging are of the sailor's own handiwork.

The old adage, "if a thing is worth doing it is worth doing well," applies most forcibly to any detail connected with the

water; and there are, therefore, certain rules, the results of practical experience, which, when systematically studied and constantly practiced, become instinctive, and give evidence of the careful, the proficient and the successful sailor.

Following are a few standard rules which are the basis of good seamanship:

Be sure your boat is made fast with two half hitches when not in use; this prevents the rope, or "painter," from chafing or working loose — the greater the strain the closer they will "bind" — and enables you to readily cast off when getting under way.

Examine every rope daily, whether in use or not, and see that the ends are properly "whipped." This will prevent raveling and "fraying" and allows of rapid handling, especially if they are to play through pulley blocks.

Must Learn the Names

Learn the proper distinctive names of all parts of the boat and rigging. This will be found to facilitate matters under any and all circumstances, especially if you require assistance from those more experienced in such matters, for you can then express yourself in a language common to both.

Before casting off see that everything is in its proper place and in good working order and that every spare rope, tool, oar or other accessory is stored "snug" so that it cannot shift, but each so placed as to be readily reached and used as are the different types in compositor's case. In other words, "have a place for everything and everything in its place." This is the golden rule aboard any craft.

Neatness and cleanliness are qualities to be cultivated and practised by every sailor.

Give your craft a good "sluicing" and sponging with plenty of water inside and out at least once a week; not merely for the sake of appearance, but to keep her "sweet and clean," and that she may be ready at any moment for use. This also keeps all seams and joints watertight and seaworthy.

It is better to "draw her out" on some sloping beach — on rollers — for this purpose, as with water inside of her, the slightest leak will become visible on the outer surface of her sides and

bottom — for the water will then percolate through the slightest fissure or crack and give you a hint as to where she needs putty and varnish, or oakum for calking.

Any abrasion or splinter should be sand-papered and painted, for her "going" qualities must be given every chance both for security and speed.

Take advantage of otherwise unoccupied hours to practise the different knots, bends, hitches, whipping, etc. They will all come in play to advantage both ashore and afloat; and there are plenty of circumstances under the latter condition — afloat — where accuracy and speed in the handling and making fast of a rope or cord are not only a desideratum but a necessity.

The old adage that "it is never too late to mend" may be highly satisfactory to the housewife in relation to the family mending, but with the wind kicking combers over the bow of a racing craft and a helm pulling like a team of runaway horses on the strained muscles of the pilot of a lunging, frothing, speeding and straining "water witch" in a gale, there is hardly time or opportunity to "do to-day" what should have been attended to yesterday. A large sponge for cleaning and sopping up bilge water, etc., should always be kept in some handy nook aboard. A handy place is under the seat in the stern.

When afloat always "keep an eye to windward," for weather changes and floating obstacles and sailing craft are mostly apt to come from that direction.

In beating or tacking give yourself plenty of margin or sea room to allow for your craft making leeway or drifting too much sideways from the wind, in which case you will fail in your calculations as to fetching or making your desired point. Always remember, if you are well to windward of a point, you can always slack your main sheet and run free toward it; but if you fall off to leeward it may require three or more tacks to make a successful landing.

Take No Chances

There is a right way to do everything, and aboard a boat the right way is usually the quickest and the safest.

Always have a few small coils of spare rope, marlin and strong cord of different sizes aboard. You are sure to want them if they

are not present, and if they are, why, prevention is better than cure, and takes less time.

Never take risks of any kind when afloat, nor try to exhibit your expertness in showing how near you can come to any object, motionless or moving. Give them and yourself plenty of sea room.

If you are beating toward a given point make as long legs as possible; you will thus save time and muscle that coming about in short tacks necessitates.

Always have a little strip of bunting at your masthead as a wind vane and watch that and your sail continuously when sailing. This enables you to keep your sail full and keep a good steerage way so that your craft will answer her helm instantly and accurately.

If you desire to carry "colors" (flag), reeve its halliards through a small block (with shrieve) made fast at the end of the gaff and secure them under the boom.

If, when going about from one tack to the other, your craft "hangs in the wind" and refuses to obey the helm (called "getting in stays") slack your main sheet and put your tiller hard to port. This will stop her headway and as she makes sternway it will cause her bow to "pay off" to leeward, giving the mainsail (which should be pulled "flat aft") a chance to feel the wind and you will soon have her under control. Then come about on opposite tack.

If when sailing before the wind you find the wind pressure too strong or too puffy, causing the boat to "bury her nose" too smartly, or cause a rolling motion of the craft that puts the boom in danger of either fouling the surface of the water or of jibing, *i. e.,* swinging suddenly to the other side of the mast, either of which might prove a dangerous incident, slack the peak halliard a foot or two and it will at once relieve the strain and enable your craft to ride easier and to mind her helm better.

When with the wind dead aft you desire to make a landing ahead, round to into the wind a good distance from the shore and quickly lower the mainsail and slack down your jib, leaving a foot or two of the latter to catch the wind. You can then point her toward the shore and make an easier landing, lowering the jib altogether as you approach the landing place.

Reefing should be practiced thoroughly at the boat's moorings or, better, when she is drawn up ashore. For the inexperienced amateur to attempt it for the first time over deep water is not only injudicious but dangerous. Proficiency, however, will rob it of all danger, and it is one of the acquirements that are used when proficiency and dexterity are most requisite.

How to Take a Reef

Lower the mainsail, both throat and peak, until the set of reef points are about a foot or so above the boom. The lower set are for single reef, the second for double reef.

Using whichever set your judgment (of the force of the wind) dictates, you first stretch the foot of the sail tightly along the length of the boom and make the rope, which is sewn in the foot of the sail and extends a foot or two beyond for this very purpose, fast by half hitches around the end of the boom. Then fold the canvas in small plaits back and forth the width of the boom — each plait or fold being the length of the bottom of the sail — and, beginning with the portion nearest the mast, tie the two ends of each reef point in a square knot underneath the boom. The necessity of the knots being square knots in distinction to fools' knots, or any other kind, is that they are not only the surest and safest knots to withstand a strain, growing more secure according to the pull on them, but they are cast off quicker than any other knot by pulling smartly on either one of the free ends, which transforms it into a slip knot, one end merely having a turn around the other, which allows it to slip off instantly. The whole set of reef points can thus be released with a rapidity that seems marvelous. This is called "shaking out reefs."

It is always well to be provided with a pair of oars in any case, for, despite the most experienced calculations, weather is often "tricky" and you may be either becalmed or blown off short. With oars aboard, however, you can make shift to reach some haven of safety, or gain your mooring place.

Always, on any excursion where there is risk of delay, have in your locker or some tight and dry cubby a few apples or hard bread (a species of cracker), with which to stay the stomach, in case of feeling hungry. Hunger is a sensation that works on the

nerves when there is no food present and is a blessing when there is; and sailing is a great appetizer and, on salt water, a thirst producer. The inner man fully fortified assists in keeping the brain alert. A bottle of milk and water, securely corked, is a palatable and portable adjunct; but never carry anything stimulating to drink or too rich to eat; both are productive of undue mental excitement and, consequently, render the judgment faulty and bring on nervous reaction.

A clear head and a firm hand are the sailor's guarantee against accident.

A lemon or two will provide a good quencher for thirst.

Cultivate confidence, but take no risks. The first is wise, the last merely foolish.

There is probably no class of men that perceive, watch and deduce results from trivial things as quickly and accurately as those habitually on the water.

Incidents and details which escape the unpracticed eye appeal quickly and "tell a story" to the sailor, and, though usually silent, even to taciturnity, he gives each incident its due value as bearing on the success and safety of whatever excursion he may be engaged in.

I am reminded of an old salt's reply to a question as to his belief in miracles. He said, "Thar ain't no miracles nowaday, 'cept on salt water," and this jibes with the ancient adage, "It is the unexpected that always happens."

In comparison with the practiced watchfulness of a sailor's eye the perceptiveness of inexperience are crude indeed.

Always moor your boat so that she may swing clear of all obstructions, whichever way the wind may shift, and always allow for high and low water where there is tidewater.

Getting Under Weigh

In getting under weigh (or way) cast off the stern line and pull your boat to the spile at the head of the wharf on the leeward side. Make it fast with a short bow line with half hitches before hoisting any canvas. See that the sheets are free, then hoist away, mainsail first, and make halliards fast. See that your tiller is in place and everything clear, then go forward, cast off

the hawser, and drop it in bottom of bow, taking care that the end does not hang overboard. Then give her a shoot along the head of the wharf toward the wind, hoist your jib and, getting aft quickly, take the tiller, pull aft the mainsail sheets till the sail feels the pressure, then let her lie over and gather headway. Then lay your course and — *bon voyage.*

When, for purposes of fishing, for weathering a gale, for repairs or other reasons, you wish to cast anchor, proceed as follows:

First, be sure the water is shallow enough for your anchor to reach bottom, having cable enough to give her a long hawser.

Every foot of rope you pay out under water helps to hold her securely. In fact, I have heard sailors say that if a cable is long enough there need be no anchor, for the "pull" of the vessel diminishes with every foot in the length of the cable under water, and all that would be needed is a weight of any kind that would keep the end of the hawser at the bottom. Hence a good-sized, uneven stone, under those circumstances, would be sufficient.

It is, however, better both for convenience and safety to be provided with the proper article, which is of itself so arranged as to grip the bottom, whatever position it may chance to occupy.

Always remember that the sails of any vessel, as a composite whole, respond to wind pressure on exactly the same principle as a weather vane, which, whatever its shape, is always so fashioned and balanced as to present a shorter, pointed and heavier end toward the advancing wind pressure and the broader, longer and thinner surface from it.

Always moor your boat so that she may swing clear of all obstructions, whatever changes of wind may occur.

If a wharf is convenient which extends some distance into the water, make fast your painter (or bow line) to one of the spiles at the head of the wharf, *i. e.,* that farthest from shore, and carry a stern line, securely made fast to the cleats aft, a good distance along shore and also inland far enough to escape high tide, and make it fast with two half hitches to a post or large bowlder, leaving ample slack, especially if your boat is in tidewater.

Instructions in Sculling

Everyone who is desirous of becoming proficient in all details

conducive to facility and security in the handling of sailing craft should learn and practice "sculling."

It is handy at all times, especially in short trips to and from your sailboat's moorings, and also for many other purposes; in fact, it is sometimes a necessity.

It is a little difficult to explain the peculiar process on paper, but perhaps a careful study of the following description and its illustrations will give the young sailor a basis on which to work, and he should be quick to take advantage of any opportunity that presents itself for utilizing the advice and experience of more practical heads — and hands.

Although this mode of propulsion may be deficient in speed, yet it possesses advantages which go far toward making up for this deficiency; for instance, the sculler can point the bow of his boat steadily toward a given point, without looking over his shoulder, as in rowing; he can avoid obstacles quickly and without "slackening" speed; he can thread his way through narrow openings which oars from the side would find impracticable, and he will be able to come "alongside" accurately and gently, thus "making a good landing," and many other advantageous details which experienced sailors fully appreciate.

Practice will enable one to acquire a facility both in speed and accuracy which appears marvelous to the unpracticed.

The general principle is that of the working of the blades of a "screw" at the stern of a steam vessel, which beat or press the water at an angle, forcing the hull in the direction of their forward edges. The broad blade of an oar, when handled skillfully, produces a like effect.

LAND DEPARTMENT

National Headquarters, 253 Broadway, New York city.
Edward C. Brennan, General Superintendent.
G. Fish Clark, M. D., Medical Director.

Form of Organization

A division shall consist of ten companies. Each company shall consist of fifty or more men divided into two platoons. The division officers shall be a colonel, two majors, a quartermaster and a lieutenant surgeon.

The company officers shall be a captain, who commands; first and second lieutenants, each in command of a platoon; a quartermaster and a lieutenant surgeon.

Church Department

A Concise Statement of Its Purposes

(*a*) To encourage proper exercise under moral and professional guidance.

(*b*) To teach hygiene and sanitation, the proper care of the body and right living, hand in hand with the church in its efforts to teach morality and spiritual living.

(*c*) To take the place of the attractions of the institutional church where such advantages do not exist and to supplement them where they do.

(*d*) To attract young men of eighteen years and upward, to attend church by connecting themselves with an attractive organization connected with the church.

(*e*) To interest physicians in such work.

(*f*) To outline a systematic course of lectures, to be given by the doctors, on all subjects pertaining to physical culture, right living, sanitation and outdoor exercise.

(*g*) To form baseball, tennis and football leagues under the rules of the A. A. U.

(*h*) To harmonize the spiritual and intellectual with the physical, thereby striving to promote a perfect manhood.

The Grand Divisions represent the different denominations and are independent of each other.

Synopsis of Lectures for the Winter of 1918–1919 to be Given by the Lieutenant Surgeons and Their Associates

(1) The Function of the Lungs and Their Relation to the Heart. The proper kind of exercise to develop them without excess.

(2) The Alimentary Canal and Its Functions. A practical treatise on the subject with hints on dietetics.

(3) The Development of the Muscles Symmetrically, but Not Excessively. A general but not exhaustive talk on differential exercise.

(4) First Aid Work. See Society's Emergency Book; demonstrate and enlarge upon it.

Note.— In place of this lecture, if the lieutenant surgeon and the captain agree, a talk on the relation of the sexes can be given. A serious discussion on this subject would be of great interest to the young men and would probably accomplish good moral results.

(5) Spring lecture on Out-of-Door Exercise. Reference to be made to baseball, tennis, golf, rowing, swimming, etc.

EMERGENCY RULES OF AMERICAN LIFE SAVING SOCIETY

Written, Edited and Compiled by G. Fish Clark, M. D., Director of Medical and Surgical Bureau

A Few "Dont's" in Case of an Accident

Don't lose your nerve. Be calm.

Do not smother the patient by covering the nose or mouth. There are no exceptions to this rule.

Do not try to hold the patient up.

Lay him upon the ground or on chairs or on the floor, wherever it is convenient.

There are a few exceptions to this rule, viz.:

Where breathing is easier by holding up the head and chest, in certain kinds of hemorrhage and in narcotic poisoning, all of which will be noted under the proper heading.

Do not leave a collar or a tight band around the patient's neck. Loosen all clothing around the neck or chest or body which might interfere with breathing. Tight corsets are frequently as bad as a tight collar.

Do not handle the patient roughly, but act quickly if you know what to do, otherwise, if you do not know, stand aside for some one who does.

Do not lay the patient on his back in case of vomiting. He is apt to swallow the vomit and clog the air passages. Lay him on his side and slant the face toward the ground.

Do not be alarmed at a small loss of blood. A little cold or very warm water will stop an ordinary flow of blood from a slight wound.

(For hemorrhages see special directions.)

Do not, if it can be avoided, remove the patient to a cool place in winter nor a warm place in summer. Reverse this procedure and in either place have fresh air.

Do not interfere if the patient is being cared for properly. Rather assist in dispersing any crowd that might be pressing upon him.

Do not attempt to set bones or administer any remedies except those referred to in this pamphlet. Send for a doctor as soon as practicable.

Machinery Accidents

In case of severed limb, bind tightly above so as to check blood flow. Cover injured parts with clean gauze after applying hot water applications.

Give hot tea and coffee and keep the patient warm until the surgeon arrives. Make the patient as comfortable as possible and after the wound is covered (not too tightly) do not move. The too free use of whiskey is abused and is followed by collapse. Aromatic spirits of ammonia (a teaspoonful to one-half glass of cold water) is better in case the patient receives a shock and becomes faint.

Fractured Bones

In case of fracture nothing should be done before the surgeon arrives except to apply hot applications and keep the injured part as quiet as possible. The setting of a broken bone is frequently postponed for two or three days in the hospitals, although if you can get a doctor immediately after the injury and before swelling sets in he might be able to mend the fracture at once.

Scalp Wounds

These injuries should be closed as soon as possible. After removing any visible dirt with a piece of clean lint, the hands thoroughly clean, lift the scalp by the hair near the edge of the cut and place in its place as evenly as possible, then bind. The hair should be cut first sufficiently short so that it will not fall under the replaced scalp. Send for a surgeon.

Bleeding

1. Press hard with the thumbs of both hands a little above and a little below the wound. If this does not stop the bleeding slide the thumbs around the wound, one on each side, until, if necessary, you have described a circle.

In doing this one thumb will finally press upon the injured blood vessel and will control its flow. Remove the thumb which does not stop the flow.

A small stone or a button wrapped in cloth can take the place of the thumb which controls the hemorrhage and a handkerchief (in case the wound is on a limb) can be tied over it and tightly wound around the limb to hold it in place.

2. In the meantime send for a doctor.

3. While waiting for a doctor, or if you have to send a long distance for one, follow these instructions:

(a) Special care should be observed in cleaning out the wound and in the cleanliness of the attendant's hands.

When once the flow of blood is controlled or nearly so, there is time to wash the hands *thoroughly* with good strong washing soap before dressing the wound. A warm solution of this same soap is sufficiently antiseptic to cleanse the wound, using clean gauze frequently changed to wash the wounds and the surrounding parts.

Rinse out with clear, clean, warm water which has cooled sufficiently *after boiling.*

(b) Bring the edges of the wound together if possible, but, in any case, cover with clean gauze or cotton and bind with a clean handkerchief whether the edges can be brought together or not.

(c) In the meantime the patient should have all other parts of the body kept warm and warm drinks should be administered. A small dose of brandy may be given if the patient is faint or cold, but when it is possible a teaspoonful of aromatic spirits of ammonia in half a glass of water is better.

(d) In small cuts or abrasions, after cleaning, paint with tincture of iodine.

4. In factories where our special service is installed full instructions will be found in the Society's medical cabinet as to the proper use of antiseptics and antiseptic dressings included in the supplies.

Nosebleed

After laying the patient down on his back and raising his arms above his head, apply an ice bag or cloths saturated with cold water to the back of the neck, forehead and nose. Stuff wads of cotton saturated with witch hazel into both nostrils.

Bleeding from Lungs

Hold the patient up to almost sitting position. If in adults, give two teaspoonfuls of fluid extract of ergot and apply cold applications to chest and stomach. Send for a doctor. Excitement in these cases increases the hemorrhages and, therefore, the attendant should clear the room of crowds and should look and act as unconcerned as possible, assuring the patient that these occurrences rarely prove fatal.

Hemorrhages of Arm

In hemorrhages of the upper arm, as well as hemorrhages from a cut throat, the artery and its branches located near the collar bone are the ones to receive pressure. In case of arm or armpit press against first rib near collar bone; in case of a cut throat press at root of neck above collar bone.

Special Hemorrhages

" To arrest bleeding in the arteries of the foot or leg. A stick or knotted cloth placed in the hollow just behind the knee, and the leg doubled back until it presses hard against it, the thigh is to be doubled back upon the abdomen.

" To arrest bleeding of axillary artery, armpits, etc., a round piece of wood or a good-sized book, wrapped in cloth, thrust well up into the space, and arm bandaged to side.

" Tourniquet: For arresting bleeding from the arteries in the forearm. Two sticks tied with handkerchief or bandages to form compression upon the arteries tightened until blood stops, but no more. This same form may be used for leg.

" Suspenders used to compress artery and arrest bleeding. The elastic ribbon is passed two or three times around the limb and tightened until bleeding stops, no more.

" Spanish windlass: To arrest bleeding from arteries of the thigh. A stone or ball applied directly over the artery with a handkerchief or triangular bandage, the end of the bandage forming a loop to which a stick is inserted and twisted gradually until the blood stops.

" To arrest bleeding in the thigh: Pressure applied to the hollow of the leg immediately below the groin, midway from the hip bone to the middle line of the body.

"Spanish windlass: Applied to the arm to arrest bleeding. The handkerchief or triangular bandage should be tied so as to leave the knot over the artery. The ends of the handkerchief form a loose loop into which a stick is thrust and twisted around and around. Tighten until the blood stops flowing, but no more."

What to Do in Electrical Accidents

If you can, shut off current quickly as possible.

Release injured person from contact with wire.

Be careful to protect yourself from shock.

In releasing patient do not touch wire or any part of the patient directly.

Don't touch with bare hands; don't use anything made of metal; don't use a moist stick.

If rubber boots and rubber gloves are at hand, stop to put them on; you will save time in the end.

If not, try to find dry paper or dry board to stand on before touching patient.

Covering hands with dry paper is wise.

If wire is lying on top of patient, flip it off with a stick.

If wire is under patient, and you have to lift him, do not grasp or touch his body; take hold only of his clothes.

Burns caused by electric shock can be treated just as burns from fire.

Electrical Shocks

The rules of the United Gas Improvement, of Philadelphia, are here incorporated:

"In case of electric shock, instantaneous death or only temporary unconsciousness may result. The treatment in both cases is as follows, and it should be carried out in every instance, even though the person is apparently dead, for he might be only temporarily unconscious:

"Treatment

"Send for a doctor at once, in the meantime acting as follows: Carry the patient immediately into fresh air. Place him on his back on a flat surface, with a coat rolled (not folded) under his shoulders and neck, in such a way as to allow the head to fall

backward enough to straighten the windpipe; at the same time open the shirt wide at neck and loosen the trousers and drawers at waist, and have an assistant rub his legs hard.

" (The sleeves and trouser legs should be rolled up as far as possible, so that the rubbing may be done on the bare skin, and the shirt and undershirt should be torn down the front so that they may be thrown back, leaving the chest and stomach bare.)

" Open his mouth, forcing the jaw if necessary.

" (If the jaw is rigid it can be forced open by placing the forefinger back of the bend of the lower jawbone and the thumbs of both hands on the chin, pulling forward with fingers and pressing jaw open with thumbs.)

" Place something (piece of wood) between the teeth to keep the jaws open to prevent the patient from biting his tongue, using something large enough to prevent any danger of his swallowing it accidentally; grasp the tongue with a tongue pliers, having an assistant hold it out while you are helping the patient to breathe as described below.

" (In the absence of tongue pliers, the tongue may be grasped between the index and second fingers, after they have been covered with a handkerchief.)

Clear froth from the mouth by putting in your forefinger as far as possible and bringing up the froth with a scooping motion. Have the assistant who is holding the tongue slowly pass the bottle of ammonia, with sponge attachment, under the patient's nose about once a minute when the patient is breathing in and when his arms are being extended above his head.

" While you are preparing the patient as just described, an assistant should force the air out of the lungs by pressing the base of the ribs together about once every four seconds. Do not press vertically, but press on the patient's side (palms of hands over lower ribs) in such a manner as to force as much air out of the lungs as possible.

"After the clothing has been loosened, the jaw forced open, the froth cleared from the mouth and the tongue grasped, begin artificial breathing at once."

The method of artificial respiration to be employed is the same as that used in drowning.

How to Stop a Runaway Horse

Mr. Edward Brennan, National Superintendent A. L. S. S., gives the following specific instructions:

It is difficult to define any rule, as each case has characteristics of its own. If the horse is absolutely panic-stricken it will run over any person standing in front of him or into a wall or tree or other obstruction. If the horse is but little frightened or running away through skittishness it is safe to stand in front of him to stop or turn him. It is best to hold a cane or umbrella before him. To catch him allow him to pass you and then grasp him by the reins well from his shoulders in order to avoid his feet. As a runaway horse rarely runs at high speed unless badly frightened, he can be kept from doing harm by using a little judgment.

If you are driving and your horse runs away, there is one important fact to remember; if you pull hard on the reins you steady your animal and he will run faster and further; *loosen* the lines and give him head and within a short distance he will break into a lumbering gallop and go very slowly; then you can regain control of him. If he starts to run into any person or obstruction, give a quick jerk on one of the reins and steer him away, otherwise do not pull the reins.

Under no circumstances jump out of your vehicle; you are safer in it than anywhere else.

Automobile Accidents

The injuries received from being run down by an automobile are so varied that they cover almost every form referred to in this pamphlet.

Statistics are being gathered to determine, if possible, if there are any injuries which predominate from such accidents. Should investigation prove that certain forms of injuries usually result or most frequently result from such collisions, a special chapter will be included in a revised edition of this book on these particular cases.

In the meantime automobilists should carry and familiarize themselves with this edition. Along country roads it is frequently difficult to obtain the service of a doctor at once. We would

recommend that one of our emergency cases be carried always in the car and that the chauffeur, the owner, or both, be instructed by one of our physicians. Arrangements for this service can be made by writing our Superintendent at 253 Broadway, New York city.

In Case of Fire

We quote from The World Almanac and ex-Chief Hugh Bonner:

"Crawl on the floor. The clearest air is the lowest in the room. Cover head with woolen wrap, wet if possible. Cut holes for the eyes. *Don't get excited.*"

Ex-Chief Hugh Bonner, of the New York Fire Department, gives the following rules applying to houses, flats, hotels, etc.:

"Familiarize yourself with the location of hall windows and natural escapes. Learn the location of exits to roofs of adjoining buildings. Learn the position of all stairways, particularly the top landing and scuttle to the roof. Should you hear cry of 'fire,' and columns of smoke fill the rooms, above all KEEP COOL. Keep the doors of rooms shut. Open windows from the top. Wet a towel, stuff it in the mouth, breathe through it instead of nose, so as to not inhale smoke. Stand at window and get benefit of outside air. If room fills with smoke keep close to floor and crawl along by the wall to the window.

"Do not jump unless the blaze behind is scorching you. Do not even then if the firemen with scaling ladders are coming up the building or are near. Never go to the roof, unless as a last resort, and you know there is escape from it to adjoining buildings. In big buildings fire always goes to the top. Do not jump through flame within a building without first covering the head with a blanket or heavy clothing and gauging the distance. Don't get excited; try to recall the means of exit, and if any firemen are in sight DON'T JUMP.

"If the doors of each apartment, especially in the lower part of the house, were closed every night before the occupants retired there would not be such a rapid spread of flames."

If a person's clothing catches fire, lay flat on the ground and wrap in a woolen blanket, an overcoat, or anything which will smother the fire.

Domestic Emergencies

Fever.— Undress the person and put him to bed. Do not cover up too warm; he will become comfortable with a moderate amount of covering. Give cooling drinks; nothing to eat, except milk. Bathing with moderately cool water will give slight relief.

Colic and Cholera Morbus.— Apply heat in the form of hot water bags, or bottles, hot plates, and mustard plaster over the seat of pain. Hot baths are sometimes useful.

Diarrhea; Dysentery.— For a simple diarrhea, ginger tea, peppermint or other warm drink will usually bring relief. A tablespoonful of sweet oil for an adult, or teasonful for a child, will relieve irritation. For dysentery, which follows diarrhea, rest in bed, hot compresses, or mustard plaster applied to abdomen and soles of feet, will bring relief.

Vomiting.— Patient should always lie down. Give large amounts of hot water, as hot as can be taken. Or small bits of ice held in the mouth or swallowed, or a lump of ice held against the pit of the stomach, will sometimes bring relief. When other means fail, apply a mustard plaster to the pit of the stomach.

Hiccough.— In severe attacks, apply mustard plasters over the stomach. Hot vinegar, brandy or whiskey applied in the same manner will sometimes bring relief. Let the patient draw a deep breath and hold it as long as possible.

Angina Pectoris.— Apply cold water over the region of the heart. Hot applications, such as hot water bags, hot cloths and mustard plaster may be used where cold applications fail. Inhale amyl nitrite.

Asthma.— Susceptible persons should keep a supply of suitable inhaling material (asthma cigarettes) for immediate use. If such are not at hand, saturate a piece of blotting paper with a strong solution of saltpeter, dry and ignite; let the patient inhale the fumes. If no other means are at hand, let the person attacked engage in some diversion, such as smoking a cigar or pipe, reading a book or paper, writing, etc.

Croup.— In sudden attacks the playing with a toy or listening to a story may cause symptoms to disappear. Keep the room warm and have water boiling in the room in such a way that the steam will reach the sufferer. Apply flannels wrung out in hot

water to the throat and cover with some waterproof material. Use mustard plaster on the soles of the feet and chest (for a few moments only). Apply hot foot baths; if no relief, try cold. In membraneous croup, slack lime in the room, allowing the patient to inhale. Never neglect to summon a physician.

Hernia-strangulation.— Place the patient on his back in bed; elevate the foot of the bed about twelve inches; bend the legs back toward the abdomen. Apply to the hernia towels or cloths wrung out in hot water; if they do not bring relief, try cold.

Cramps.— Bathe the parts in water as hot as can be borne; apply mustard plaster to the part affected, and to the extremities.

Suppression of Urine.— Apply hot cloths over bladder; give a warm sitz bath. Walking over a cold wet floor or dashing cold water on the legs and thighs will often bring relief.

Nervousness.— Put the patient to bed; give hot drinks, especially coffee; apply heat or mustard to soles of feet, back and chest.

Neuralgia.— Apply a mustard plaster or hot cloths over the seat of pain. If hot applications fail to relieve, apply cold.

Earache.— Apply cloths wrung out of hot water, to the head, or near the seat of pain. A hot poultice is useful. Give hot drinks. Moisten a bit of cotton with sweet oil and laudanum and put in the ear.

Do not neglect calling a physician, as his skill and experience is absolutely indispensable in most of these emergencies.

Poisons; Their Antidotes and Treatment

Acids.— For nitric and oxalic acids, carbonate of magnesia or lime; for sulphuric acid, strong soapsuds; for oxalic acid, lime water; for acetic, citric, muriatic or tartaric acid, any dilute alkali. Induce vomiting, give demulcent drinks and treat the consequent inflammation and shock as if from any other injury.

Carbolic Acid.— If it can be administered immediately or soon after the patient has swallowed the acid, whiskey in unlimited quantities will save the life. Oil or milk, secure rest, warmth of body and stimulation.

Prussic Acid.— Dilute ammonia. Cold affusion to the spine, emetic and stimulants. A fatal dose leaves scarcely any time for treatment, death occurring in from three to five minutes.

Alkalies and Earths.— Such as ammonia, baryta, lime, potash of soda; give vegetable acids; dilute vinegar, lemon juice, etc.; neutralize them with fixed oils — castor, linseed, or olive oil. Give these and demulcent drinks; stimulate if necessary.

Metallic Irritants, Antimony, or Tartar Emetic.— Induce vomiting, if the poison has not already done so, and give astringent infusions, as of strong tea or oak bark.

Arsenic, Paris Green, Scheele's Green, Fowler's Solution.— The hydrated sesquioxide of iron, prepared by adding ammonia to the common muriated tincture of iron, and washing the precipitate. Give freely. Or dialyzed iron and magnesia, half an ounce of each every ten minutes. After Fowler's solution, give limewater freely, evacuate the stomach and give demulcents.

Bismuth, Copper, Vitriol, Verdigris, Iron, Copperas, or Lead. — Give emetics, milk, albumen and mucilaginous drinks.

Iodine. Give a drink made of boiled starch or starch water.

Corrosive Sublimate of Mercury, Bichloride of Mercury or Vermilion Tablets.— Give the white of eggs or flour gruel.

Phosphorus, Nitrate of Silver, Tin, Zinc, or White Vitriol.— Emetics, mucilage, and magnesia. Give common salt or carbonate of soda in solution, milk and albumen. No oil.

Vegetable Irritants.— Colocynth, croton oil or savin oil; evacuate the bowls promptly as possible and stimulate.

Animal Irritants, Cantharides.— Excite vomiting, give emollient drinks and enema, but no oil.

Poisonous Fish.— Emetics, purgatives and stimulants.

Narcotics and Acro-narcotics.— Aconite, alcohol, belladonna, camphor, chloral, colchicum, conium, digitalis, dulcamara, ergot, hellebore, hyoscyamus, laudanum, lobelia, physostigma, opium, morphine, tobacco, toadstools, turpentine. Artificial respiration, evacuate the stomach thoroughly and give purgatives; give strong coffee and keep the patient roused.

The custom of walking the patient up and down, and slapping with wet towels, is objectionable; adds exhaustion to depression and risks giving him pneumonia. Keep in recumbent position, employ friction and artificial respiration if necessary.

Nux Vomica, Strychnine.— The spasms may be quieted by inhalation of chloroform, charcoal and emetics.

Gases.— Carbonic acid, oxide, sulphureted hydrogen, chlorine, chloroform. Give plenty of fresh air, cautious inhalations of ammonia, stimulants and artificial respiration if necessary.

Foreign Particles in the Eye

Dip a clean camel's hair brush in warm water and lifting the eyelid sweep the eyeball from the outer corner up under the lid to the inner corner.

If this does not remove the particle, invert the upper lid and remove with a paper lamp lighter.

Do not rub the eye. A particle of dirt may sometimes be removed from the upper lid by pulling it (the lid) down over the lower lid and using the eye winkers of the lower lid as a brush.

If you fail by using all these methods, drop in the eye two or three drops of sweet oil and bandage.

If lime, after dropping in a drop or two of diluted vinegar then proceed as in all cases.

If a piece of iron filing, a magnet may draw it out.

A Bone in the Throat

It has been recommended that you thread a medium-sized bone coat button with a strong string about two feet long. Hold the two ends of the string and allow the patient to swallow the button. When the button is below the foreign substance, pull out the button with the string and it will dislodge or bring up the bone.

Coughing or blowing the nose may assist in removing it. When the lungs are filled with air a forceful slap on the back between the shoulders is efficacious.

A doctor should be called, as frequently the abrasion from a bone upon the pharynx or glottis gives the patient the impression a bone is there, when there is none.

Burns, Scalds and Frost Bites

If a burn be very extensive send for a physician as systematic treatment may be needed. After freeing the injured parts from clothing, cut off protrusions of blistered skin with a clean pair of shears which have been passed through a flame. Apply copiously carron oil (which is one-half linseed oil and one-half lime water)

or, in its absence, sweet oil or vaseline. If no oil can be obtained, flour or starch or bicarbonate of soda can be applied, or a mud poultice. Cover with surgeon's cotton saturated with the same oil, then several layers of the same cotton, dry and bind with muslin bands.

In case of acid burns wash with plenty of water, supply bicarbonate of soda (saleratus) and then proceed as in other burns.

In case of lime, lye, potash or ammonia burns, first wash with abundance of water and apply vinegar or lemon juice, then proceed as in ordinary burns.

Frost bites are to be treated the same as burns; first rub with snow, ice or cold water.

Suffocation

From gas or foul air.— Have plenty of fresh air, loosen clothes, dash cold water in face and chest, and resort to artificial respiration as in drowning if necessary.

Shocks

These are alarming because the patient looks as if dying. He is cold and his eyes are sometimes half closed, his breathing is hard and his pulse feeble.

Send at once for a doctor. Cover the patient with blankets, applying hot bottles to his feet and sides of legs and body. Rub the arms and legs and apply hot mustard water to both feet and wrists. Give warm drinks if conscious. Teaspoonful of aromatic spirits of ammonia in half a glass of water. No whiskey.

Note.— Do not jump to the conclusion that a man in a semi-conscious state is intoxicated because you smell liquor on his breath. Hospital physicians have frequently made grievous mistakes because of this. Even a drunken man in such a state needs some attention. Send for ambulance.

Hysteria

Pay little attention to these cases and they will come out the quicker.

Fits

Do not try to control the body except to keep the mouth open with a wedge so that he cannot bite his tongue. Give no whiskey.

Prostration from Sunstroke

Apply heat to extremities and keep warm. Give hot drinks. In sunstroke, however, when there is extreme body heat, remove to a cool place, dash cold water in face and chest and keep body cool by rubbing it with ice until the doctor arrives.

Snake Bites

Drag the patient away from a further attack from the snake and rip his clothes open immediately. Bandage with a handkerchief wound tightly around the injured limb above the bite (at least three or four inches above), then enlarge opening by cutting with a sharp knife until the blood flows freely. If you have no knife and your mouth is free from ulcers suck out the wound. Spit out the blood and rinse out the mouth.

Give the patient plenty of whiskey. An injection of four quarts of warm water in which eight tablespoonfuls of common salt have been dissolved has been recommended if the physician does not arrive in the meantime.

Dog Bites

Suck out the wound, wash with common soap and warm water. Cauterize.

HANDBOOK ON SANITATION AND HYGIENE

By G. Fish Clark, M. D.,
Medical Director of the Society

Sanitary science as popularly understood is hardly a subject which can be taught for the practical benefit of everyday work-a-day city people. It consists largely of rules for draining (sewerage), plumbing, which is a trade, the air spaces in each dwelling for each dweller, air shafts and the location and number of windows in buildings, all of which is under the control of skilled municipal officials or is the affair of the members of the building trade, who must abide by the laws of each community applying to such matters.

In this sense of the term, therefore, the ordinary citizen can utilize but few of the teachings of this science. In this connection, however, the care of cesspools, which are quite numerous in the suburbs and surrounding villages, can be referred to. If the soil is sandy these pools should be flushed with water occasionally. The water sinks into the sand beneath and carries with it the most offensive part of the refuse which is thereby destroyed and deodorized.

Where the soil is not sandy quicklime should be thrown into the pool an hour or so before ladling out the contents.*

In a more general way the expression "Sanitary Science" covers a much larger sphere than this. It includes such subjects as hygiene, dietetics and all rules for proper healthful living.

This brochure will, as far as practicable, cover briefly a few salient subjects included under this more general definition of the term.

A man's business (mental or physical) should not, if he can

* A cesspool should not be situated less than 300 feet from a well and its sides should be bricked or cemented.

prevent it, extend over more than eight hours. We are not indorsing or antagonizing what the labor unions attempt to do generally, but in this particular matter we cheerfully agree with them. Eight hours should be given to the proper digestion of proper food and to healthful physical or mental recreation dependent upon an individual's occupation.

These hours are not necessarily barren of results beneficent to mankind. Many useful discoveries have been made while a man has been working over " his hobby " during spare moments of the day. An interesting hobby to many is recreation. Eight hours for sleep, experience teaches, is absolutely necessary for the average man to repair the vital energies of the body.

Walking is one of the best forms of exercise to rest the nerves and to develop all of the muscles. To the man of sedentary habits it gives the needed physical stimulus, to the laborer the change of scenery, and the new objects which he sees while walking furnish a tonic to his mind.

Too much cannot be said for the bath. It is the writer's opinion that a bath (tepid or otherwise), lasting probably ten minutes, taken before retiring every evening, is the most healthful of all baths. The fiends who revel in the cold water morning plunge may find a great source of benefit in their ablutions, but many constitutions " cannot stand it." However, do not be afraid of water either externally or internally. The bath, night or morning, as the case may be, is beneficial if you limit the time of bathing to not more than twenty minutes. In drinking water avoid the excessive use of ice.

Every individual has his own physical characteristics which must necessarily influence him in the selection of his diet. Some men thrive on vegetables and starchy food, others constitutionally require a meat diet. This is a popular treatise and cannot, therefore, go into the subject of food entities. We can only cover the subject in a general way. Once a year a man should have his urine examined by his family physician, as special diet is required for diseases which, coming on so stealthily that no one suspects them, are by this means brought to light. Generally speaking, people should eat plenty of cereals and vegetables, and limit the eating of meat to one meal a day. Plenty of milk and probably

two eggs a day can be taken as a substitute for meat if one desires otherwise to follow a vegetarian diet.

Buttermilk or sour milk is of great use to those who can retain them, as they contain health germs which kill the pernicious germs found in that foul and useless breeder of malignant diseases, the large intestine. Incidentally these intestines should never be stopped up. If you are constipated consult your physician. Such procedure will prolong your life.

Never eat rapidly. Chew your food well. Rest before and after meals or while you eat so that you will have consumed an hour in eating.

There are certain individuals who on account of hereditary requirements or otherwise seem to thrive on the moderate use of alcohol. This is unfortunate, because even in these cases the use of alcohol may become an excessive and extravagant habit, and the example set by those who can use the drug in moderation is frequently appalling in its effect upon weaker and younger minds. Our advice is to let it alone unless taken when physical requirements are clearly demonstrated, and then with extreme caution and moderation. Alcohol, if used persistently and excessively, congests the capillaries of the stomach, creates a paralyzing influence on the nervous system, eventually destroys the functions of the liver, weakens the will power by deteriorating the brain, brings disaster to the tubules of the kidneys, which break down and eventually plunge the victim into the agonies of Bright's disease, if he has not already succumbed to some other of the ailments attributable to this cause.*

With a few remarks on breathing we will close this handbook. Fill the lungs every morning with fresh air at the open window. Sleep in a well-ventilated room. When walking throw out the chest. Have no room in the house, if you can avoid it, in which it is impossible for the sunlight to enter. Of all ridiculous people those are "the limit" who close their parlors and sleeping rooms and exclude the sunshine and fresh air. Of course this does not refer to the use of shades or awnings during the intense heat of a summer day's noontide or afternoon, nor does it debar those very

* The woeful and disastrous effects of acute alcoholism upon the individual, upon his family and upon the community are not referred to here. The symptoms of this disease are already too well known.

essential protectors of our health, the window and door screens, whether made from wire cloth or netting.

The next handbook issued by the Medical Bureau will be a treatise on the benefits of certain kinds of exercise other than walking. Discriminating instructions will be given to those who wish to build up a strong body without impairing their mental or moral welfare.

SUMMER BULLETIN NO. 1

Issued to Mothers by the Medical Bureau of the American Life Saving Society — How to Pasteurize Milk and Properly Feed the Babies — Other Useful Hints in the Care of Babies

Note.— Remember that almost all the summer complaints of babies and young children come from unclean milk or from giving food which they cannot digest, or from unclean methods of preparing the milk or food. Mothers should, therefore, read carefully the following instructions:

Milk in one form or other should be the only food for children under one year old, unless they are sick, when a doctor should be called.

After the first year cereals and vegetables can be gradually added to the diet.

If you cannot afford to buy the best milk, boil it for one-half a minute or pasteurize it by keeping it below boiling (at 160 degrees) for fifteen minutes. Put the bottle on a wire frame in a big kettle of water and place on the fire and heat; watch to see that it does not boil by pushing to the back of the stove or if on a gas or oil stove by turning down the flame.

If you cannot do this use condensed milk, mixing sufficient milk, according to the age of the child, with water that has been boiled. Only mix enough for each feeding.

If you boil or pasteurize the milk, cool it off rapidly, cover it well and keep on the ice or in a cool place until you use it. Boil or pasteurize only enough for one day.

When you feed the baby warm the milk. Take out a little with a clean spoon and taste to see that it is the right heat for feeding (100 degrees). Do not use the spoon again until it is washed.

Keep the nipple and the nursing bottle absolutely clean. Wash the rubber and the bottle with borax water after each feeding and rinse with clean water again before using. (Make borax water by mixing one teaspoonful of borax with a pint of water.)

Do not let the nipple of the baby's bottle be put into anyone's mouth except the baby's to which it belongs. Mothers have a habit of tasting the milk in this way to determine whether it is warm enough. This should never be done. The mouth might have some disease germs which the baby would swallow.

For the first five weeks feed the baby every two (2) hours. After five weeks old gradually increase the interval (time).

If the baby has cholera infantum or diarrhœa do not give it milk. Give it barley water at times of feeding (a handful of barley boiled in a pint of water and strained) and a teaspoonful of beef's blood squeezed out of broiled beef once or twice a day.

Give the baby plenty of water which has been boiled. Better boil it in the morning and let it cool off and have it on hand.

In the summer time when the weather is warm, a baby after it is four or five weeks old should be taken into the open air every day, at first a little while, and then gradually increase the time. A baby six months old is better out all day if possible. When the sun is high keep it in the shade. The morning and evening sun will do it good.

Give the baby a full bath once a day in the morning. When the weather is very warm, sponge off again at night. The water for the bath ought to be at about 90 degrees, just warm enough to be comfortable to the hand.

The Medical Bureau is open from 5 to 6 p. m., on Tuesdays and Fridays, 68 East Broadway, New York City.

SUMMER BULLETIN NO. 2

Issued by the Medical Bureau of the American Life Saving Society to Mothers, Wives and Householders

Have plenty of air. Have the windows open from top and bottom.

Get as much sunshine as possible. Take the babies and children to the parks as often as possible.

Give the babies a full bath once a day.

Older members of the family should bathe their entire bodies at least three or four times a week, especially in warm weather. It keeps the skin healthy.

Dress in loose-fitting and comfortable clothing.

Wear cotton or linen underclothes next to the body. Wool or heavier garments can, if weather is cool, be worn over these.

Fill the lungs full of fresh air three or four times when you rise in the morning. Go to the open window to do this and expand or enlarge the chest to its utmost capacity.

Sweep the rooms at least once a day, but always with a damp broom. Do not raise a dust, but sweep behind you, rather than by scooping the dust into the air with the broom in front of you.

Burn or properly dispose of all leavings from the table as soon as possible. Refuse of this kind attracts the flies, as does decaying fruit, and the flies bring disease. Do not leave the garbage pail in a living room. Keep it as clean as possible and in the air away from the window.

Do not throw the cores of apples, waste paper, refuse or garbage of any kind in the streets, hallways or dark corners of your house. Disease is bred in this way and epidemics have been known to follow such unclean practices.

Do not spit upon the floor nor blow the nose upon the floor. Supply yourselves with plenty of handkerchiefs for the purpose. Such expectorations dry on the floor where they are mixed with

other unclean substances. In sweeping you breathe them again into your lungs as dust with all the disease germs they carry.

Twice a week chloride of lime should be thrown into the toilet. If more than one family use the same toilet, let them divide the expense. Throw chloride of lime or some other disinfectant into the sink once a week.

In general use plenty of cool water externally and internally in summer and avoid hot drinks and alcoholic liquors. A bath, however, should not be continued for over twenty minutes.

Each member of the family should have separate towels. This will frequently prevent the carrying of "Pink Eye" and other contagious diseases from one to the other.

Do not eat much meat during the summer months, but take plenty of healthy ripe fruit, cereals and vegetables.

Free instructions on these matters can be received by mothers at the office of the Medical Bureau of the Society, by making arrangements with the General Superintendent at National Headquarters.

ANNUAL REPORT

OF THE

TREASURER OF THE STATE OF NEW YORK

FOR THE

Fiscal Year Ending June 30, 1917

TRANSMITTED TO THE LEGISLATURE APRIL 3, 1918

ALBANY
J. B. LYON COMPANY, PRINTERS
1918

STATE OF NEW YORK

No. 53

IN ASSEMBLY

APRIL 3, 1918

ANNUAL REPORT OF THE TREASURER OF THE STATE OF NEW YORK

STATE OF NEW YORK

TREASURER'S OFFICE

ALBANY, *December* 31, 1917

To the Legislature:

As required by law, I submit my annual report for the fiscal year ending June 30, 1917, also a statement of receipts and disbursements for the six months ending December 31, 1917, showing balance in the treasury January 1, 1918.

JAMES L. WELLS,

Treasurer.

TREASURY DEPARTMENT

TREASURERS OF THE STATE

TREASURERS	Residence	Appointed
Peter B. Livingston	New York City	September 17, 1776
Gerardus Bancker	New York City	April 1, 1778
Robert Mc Clellan	Albany	March 16, 1798
Abraham G. Lansing	Albany	February 8, 1803
David Thomas	Salem	February 5, 1808
Abraham G. Lansing	Albany	February 8, 1810
David Thomas	Salem	February 18, 1812
Charles Z. Platt	Albany	February 10, 1813
Garret L. Dox	Albany	February 12, 1817
Benjamin Knower	Albany	January 29, 1821
Abraham Keyser, Jr	Schoharie	November 25, 1824
Gamaliel H. Barstow	Nichols	February 16, 1825
Abraham Keyser	Schoharie	February 14, 1826
Gamaliel H. Barstow	Nichols	February 5, 1838
Jacob Haight	Catskill	February 4, 1839
Thomas Farrington	Owego	February 2, 1846
		Elected
Alvah Hunt	Greene	November 2, 1847
James M. Cook	Ballston Spa	November 4, 1851
Benjamin M. Welsh, Jr.[1]	Buffalo	November 20, 1852
Elbridge G. Spaulding	Buffalo	November 8, 1858
Stephen Clark	Albany	November 7, 1855
Isaac V. Vanderpool	Buffalo	November 3, 1857
Philip Dorsheimer	Buffalo	November 8, 1859
William B. Lewis	Brooklyn	November 5, 1861
George W. Schuyler	Ithaca	November 3, 1863
Joseph Howland	Matteawan	November 7, 1865
Wheeler H. Bristol	Owego	November 5, 1867
Thomas Raines[2]	Rochester	November 7, 1871
Charles N. Ross	Auburn	November 2, 1875
James Mackin	Fishkill-on-Hudson	November 6, 1877
Nathan D. Wendell	Albany	November 6, 1879
Robert A. Maxwell	Batavia	November 8, 1881
Lawrence J. Fitzgerald	Cortland Village	November 3, 1885
Elliot Danforth	Bainbridge	November 5, 1889
Addison B. Colvin[3]	Glens Falls	November 7, 1893
John P. Jaeckel[4]	Auburn	November 8, 1898
John G. Wickser	Buffalo	November 4, 1902
John G. Wallenmeier, Jr	Tonawanda	November 8, 1904
Julius Hauser	Sayville	November 6, 1906
Thomas B. Dunn	Rochester	November 3, 1908
John J. Kennedy[5]	Buffalo	November 8, 1910
Homer D. Call[6]	Syracuse	February 25, 1914
James L. Wells[7]	Bronx, New York City	November 3, 1914

[1] Election contested; succeeded Cook on above date.
Reelection in 1873. Abraham Lansing of Albany was appointed acting State Treasurer June 1, 1874, Raines having been suspended on account of illness. Lansing served until September 15, 1874.
[3] Reelected November 5, 1895, for term of three years.
[4] Reelected November 6, 1900.
[5] Reelected November 5, 1912.
[6] Elected by Legislature, 1914, in place of John J. Kennedy, who died February 15, 1914.
[7] Reelected November 7, 1916.

ROSTER OF THE OFFICERS AND EMPLOYEES IN THE OFFICE OF THE STATE TREASURER

First Floor, Capitol, Albany, N. Y.

JAMES L. WELLS..... *Treasurer.*

JAMES J. HAMILTON..... *Deputy Treasurer.*

Clerks

FLOYD W. POWELL..... *Cashier.*

ISAAC BLAUVELT ..... *Auditor and Paying Teller.*

ELLSWORTH CRUM ..... *Accountant and Transfer Officer.*

J. J. CALDWELL..... *Assistant Cashier.*

F. S. LEARNAN..... *Chief Clerk.*

BERT L. TABER..... *Bond Clerk.*

ROD L. McMAHON, JR..... *Clerk.*

ROY PIERCE ..... *Clerk.*

GEORGE MARKLE ..... *Messenger.*

CLARENCE J. WAGNER... *Page.*

ELIZABETH A. CROWL.... *Stenographer.*

MARIE S. SIMONETTI..... *Stenographer.*

CATHERINE F. WALLACE. *Telephone Operator.*

ANNUAL REPORT OF THE TREASURER OF THE STATE OF NEW YORK

Showing condition of the Treasury on the morning of January 1, 1918

Balance in treasury, June 30, 1917	$51,998,351 75	
Receipts during July, 1917	2,753,628 61	
Receipts during August, 1917	4,811,908 04	
Receipts during September, 1917	5,781,991 44	
Receipts during October, 1917	20,880,804 98	
Receipts during November, 1917	2,634,387 39	
Receipts during December, 1917	8,168,857 09	
		$97,029,929 30
Payments during July, 1917	$6,050,375 98	
Payments during August, 1917	7,192,689 42	
Payments during September, 1917	5,067,374 42	
Payments during October, 1917	12,816,006 75	
Payments during November, 1917	8,362,360 59	
Payments during December, 1917	12,889,255 27	
		$52,378,062 43
Balance in treasury, January 1, 1918		$44,651,866 87

Monthly receipts in treasury during the fiscal year commencing July 1, 1916, and ending June 30, 1917:

1916	
July	$2,076,605 74
August	4,481,147 71
September	6,033,396 22
October	26,867,860 45
November	4,171,842 21
December	2,761,135 72
1917	
January	5,532,679 53
February	5,326,350 19
March	3,890,735 04

April	$30,944,707 15
May	5,323,211 53
June	8,441,257 17
Aggregate receipts during the year	$105,850,928 66

THE FUNDS OF THE STATE OF NEW YORK

Statement of balances, subject to draft, January 1, 1918, in State depositories, published pursuant to provisions of chapter 56, Consolidated Laws.

CASH BALANCES

**General Fund for Support of Government*	
Taxes, excise, licenses, fees, fines, etc	$5,887,943 03
Canal Fund: Construction Account, Maintenance and Repairs	
Proceeds of bond sales, appropriations, etc	18,794,146 92
Highway Improvement Fund: Construction Account	
Proceeds of bond sales, appropriations, etc	8,764,475 91
Saratoga Springs State Reservation Fund	
Proceeds of bond sales, appropriations, etc	13 41
State Forest Preserve Fund	
Proceeds of bond sales, appropriations, etc	2,471,257 78
Palisades Interstate Park Fund	
Proceeds of bond sales, appropriations, etc	531,995 70
Sinking Funds: Uninvested Cash	
For interest and redemption of:	
Canal bonds	3,699,894 20
Highway bonds	2,782,453 23
Palisades Park bonds	300,820 46
Forest preserve bonds	216,088 02
Trust Funds	
Common school fund, principal and revenue	152,305 77
Cornell University fund, principal and revenue	.....
Literature fund, principal and revenue	16,661 61
Military record fund, principal and revenue	4,195 46

NOTE: The only fund available for ordinary State expenses. All other funds are for the specific purposes indicated by their titles.

United States deposit fund, principal and revenue	$173,460 49
Public administrator's fund (escheated estates)	296,228 20
Twenty-year court and trust fund	559,926 68
Total cash on deposit	$44,651,866 87

SPECIAL FUNDS OF WHICH THE TREASURER IS CUSTODIAN

State Teachers' Retirement Fund:		
Cash (State appropriations and teachers' contributions)	$47,132 80	
Investments in securities (par value)	405,844 73	
		$452,977 53
State Insurance Fund: Workmen's Compensation		
Cash (premiums)	$156,424 15	
Investments in State and municipal securities (par value)	2,574,000 00	
		2,730,424 15
Co-operative Vocational Education Fund		
Cash (United States allotment)		$77,258 14

CORPORATION TAXES, 1916–1917

Class I. Insurance companies	$2,090,418 31
Class II. Transportation companies	2,798,537 87
Class III. Telegraph and telephone companies	697,004 56
Class IV. Foreign banks	163,134 45
Class V. Gas, mining and miscellaneous companies	8,139,929 54
Class VI. Foreign corporations	93,699 14
Total corporation taxes	$13,982,723 87

ORGANIZATION TAX

Received for year 1916–1917	$1,217,436 96

TAX RECEIPTS — SHOWING AMOUNT PAID FROM EACH COUNTY

COUNTY	Direct State tax	Stenographers' tax	Armory tax	Inheritance tax	Mortgage tax	Excise tax	Notaries public	Automobile fines	Twenty-year court and trust fund
Albany		$10,302 71	$22,108 92	$65,267 53	$15,253 56	$246,358 80	$1,510 00	$1,265 00	$1,827 17
Allegany	$34,866 29	3,233 98		4,329 78	4,508 46	1,996 16	158 00	55 00	386 21
Bronx	2,175 19	379 35		92,684 09		681,325 12	5,711 50		
Broome		4,323 47	8,509 91	13,449 25	13,858 91	73,907 52	652 50	150 00	425 44
Cattaraugus		2,766 97	8,291 76	2,805 90	5,891 95	38,570 46	337 00		
Cayuga		2,187 41	9,633 98	76,086 71	4,177 36	43,356 63	345 00	31 00	
Chautauqua		4,654 93	14,672 47	19,542 80	11,454 09	54,698 75	511 00	80 00	277 83
Chemung		2,956 42	7,936 88	65,536 13	6,333 61	54,436 58	353 00	117 00	317 93
Chenango		1,521 52	9,110 07	9,237 82	2,050 90	9,496 40	187 00	20 00	
Clinton	10,612 53	2,799 35		2,684 71	2,023 69	25,195 26	229 00		
Columbia		1,629 99	4,824 28	15,379 16	3,421 32	34,684 18	194 00	25 00	
Cortland		1,485 61	3,709 33	17,828 30	1,605 69	11,501 28	176 00	95 00	84 19
Delaware		1,441 33	4,011 15	18,050 51	3,270 55		236 00	5 00	320 12
Dutchess		13,212 15	12,039 61	320,188 98	9,982 50	68,686 56	472 00	202 00	602 43
Erie	843,397 39	29,197 68	98,333 61	764,989 79	94,425 79	1,071,071 37	2,892 50	4,257 99	680 03
Essex	26,256 48	917 08	4,064 22	5,277 58	2,735 61	11,581 54	186 00		
Franklin	9,028 67	853 76	3,105 52	9,130 69	2,425 88	18,038 12	231 00		
Fulton		1,137 04	3,426 48	9,236 19	1,831 19	31,489 22	230 00	65 00	225 68
Genesee	7,881 56	2,138 13	7,356 84	8,987 05	4,099 34	22,608 84	211 00	20 00	
Greene		1,717 43	2,924 75	18,795 35	1,317 93	16,833 68	153 00	49 00	
Hamilton		285 05	1,018 33	658 55	271 63	2,335 66	25 00		
Herkimer	36,658 07	3,336 58	7,000 25	15,196 46	12,931 10	49,814 82	298 00	140 00	272 70
Jefferson		4,345 77	8,293 68	32,352 17	5,280 25	43,982 37	346 00	97 50	113 45
Kings	14,288 41	96,510 70		779,888 63		2,500,354 31	21,897 00	200 00	
Lewis	35 37	655 35	2,090 23	3,003 96	1,080 72	9,395 38	122 00		150 20
Livingston		1,464 08	6,209 83	5,749 62	3,058 10	12,095 93	179 00		
Madison		1,853 23	4,544 22	21,730 08	2,740 88	12,914 32	227 00	176 00	
Monroe		14,362 03	62,026 03	131,743 51	55,064 80	332,505 36	1,932 50	270 00	460 76
Montgomery		1,908 78	6,092 67	22,325 75	2,194 17	54,665 04	251 00	390 50	77 88
Nassau		12,162 06		294,607 09	26,284 67	100,671 88	1,023 00	10,404 00	
New York	594,891 15	3,190 65		9,029,453 37	662,962 59	4,056,891 09	32,109 50	11,233 70	
Niagara		5,614 57	19,656 58	40,584 32	21,945 39	146,127 46	564 00	379 00	385 82
Oneida		8,281 38	15,995 40	146,729 54	15,216 35	198,827 38	1,468 00	937 00	
Onondaga		17,138 52	38,201 84	145,648 98	28,860 02	254,249 29	1,503 50	1,326 00	142 53
Ontario		1,963 18	8,688 26	36,576 11	5,573 49	27,519 58	287 00	375 00	
Orange		23,927 76		246,990 44	11,064 91	97,719 31	573 00	82 50	265 42

Orleans		2,074 34	5,536 64	5,820 67	3,928 15	5,804 97	152 00		
Oswego		3,154 98	7,415 82	11,668 03	5,820 94	56,951 32	356 00	21 00	137 40
Otsego		2,241 13	4,403 93	62,111 06	2,189 65	16,380 99	242 00	286 00	126 75
Putnam		2,706 45	2,816 06	26,305 61	895 33	4,275 94	79 00		2,567 99
Queens	4,241 93	107,948 96		141,597 64		403,759 69	2,000 00		
Rensselaer		5,087 10	12,664 52	67,869 21	5,505 46	145,985 32	936 50	369 00	397 83
Richmond	1,012 29	18,280 41		37,432 86		126,101 79	465 00		
Rockland		6,274 58	6,525 52	35,137 97	3,719 39	31,659 37	273 00	34 00	23 05
St. Lawrence		2,899 89	8,222 38	27,040 29	5,994 40	27,141 61	376 00	155 00	
Saratoga			5,619 11	37,451 29	3,435 31	51,942 37	403 00	5 00	
Schenectady		3,940 86	12,397 35	16,619 78	11,221 28	133,287 15	683 50	1,798 50	60 32
Schoharie		712 20	2,088 26	3,128 60	786 06	2,103 11	125 00		123 18
Schuyler		572 68	1,693 72	1,002 18	977 38		75 00	24 90	98 94
Seneca		896 07	3,716 66	27,306 09	3,854 87	12,525 08	129 00		263 28
Steuben		2,318 15	9,713 67	12,968 03	4,917 97	43,279 89	369 00		
Suffolk		10,705 85	19,240 00	305,187 56	16,188 70	64,472 92	768 00	221 00	
Sullivan		437 38	2,527 20	9,074 18	3,509 33	18,998 06	209 00	71 00	
Tioga		1,225 37	2,879 96	9,028 37	1,676 87	97 00	147 00	100 00	175 38
Tompkins		1,831 53	4,651 25	6,753 47	4,692 82	16,437 69	256 00		47 99
Ulster		5,625 74	6,338 78	25,811 06	4,606 83	59,887 13	471 00	5 00	728 06
Warren		1,036 46	3,456 54	10,973 19	1,569 35	24,373 98	281 00	25 00	84 25
Washington		1,305 49	3,615 26	12,692 47	1,437 64	18,256 99	229 00	10 00	
Wayne		1,719 73	7,404 77	13,365 27	4,057 59	16,659 69	217 00	36 00	
Westchester		72,673 06	72,213 66	383,106 72	43,425 19	375,381 49	2,698 50	5,102 50	
Wyoming		1,510 94	4,617 40	1,623 46	2,348 98	5,318 80	132 00	15 00	
Yates		625 87	2,738 32	3,590 14	1,452 61	54 42	100 00		
Total	$1,585,345 33	$543,661 22	$616,373 88	$13,787,392 10	$1,183,409 50	$12,077,042 42	$89,953 50	$40,727 09	$11,850 21
Add interest				$5,297 55					
				$13,792,689 65					
Deduct Ulster county clerk hire				720 00					
Add common carriers						$42,295 00			
Penalties						454,444 59			
All night permits						87,871 25			
Search and seizure						4,477 21			
Interest						19,097 75			
Special account						112 92			
Automobile licenses								$2,025,302 31	
Total	$1,585,345 33	$543,661 22	$616,373 88	$13,791,969 65	$1,183,409 50	$12,685,341 14	$89,953 50	$2,066,029 40	$11,850 21

GENERAL FUND RECEIPTS

Cornell University Fund

Received from United States government.....		$50,000 00

New York State Nautical School

Reimbursement by United States government..		60,625 00

State Racing Commission

Empire City Racing Assoc....	$320 00	
Queens County Jockey Club..	300 00	
Metropolitan Jockey Club....	275 00	
Saratoga Springs Association for Improvement of Breed of Horses	480 00	
United Hunts Racing Assoc..	40 00	
Westchester Racing Assoc....	590 00	
Piping Rock Racing Assoc....	40 00	
		2,045 00

Department of Agriculture

Fines collected for violating dairy laws	$43,460 92	
Apples of New York.....	425 45	
Licenses issued for manufacturers of fertilizers.....	47,495 00	
Commission merchants' licenses	6,390 00	
Milk station licenses.....	3,520 00	
Sundry fees	68,224 51	
		169,515 88

Sales of General Fund Lands

Sales of land under water.....	$17,348 29	
Sundry sales of commissioners.	5,500 69	
		22,848 98

Public Administrator

Received on account of sundry estates:

July, September	$1,099 53	
October, November, December.	1,173 88	
February, March	2,037 51	
April, May and June	7,946 46	
Total for year 1916–1917		$12,257 38

Banking Department

Account general assessments and examinations	$205,822 66	
From foreign corporations	6,000 00	
		211,822 66

Soldiers and Sailors' Home and Women's Relief Corps Home

Received from United States government		85,772 61

Non-resident Taxes

Arrears of taxes	$24,610 41	
Interest on deferred payments of taxes	1,514 19	
Advertising	1 63	
Redemption	17,482 40	
		43,608 63

Interest on Treasurer's Deposits

Interest on daily balance in sundry banks holding deposits of general fund moneys		494,402 95

Fees of Public Officers and Institutions

Secretary of State	$186,796 66	
Comptroller	10,109 88	
Clerk of Court of Appeals	2,709 16	
Insurance Department	1,330,108 22	
State Department of Health	2,004 78	
State Department of Health, fines and penalties	205 18	

Education Department	$101,670 40	
Banking Department	130 89	
Industrial Commission	20,229 20	
Agricultural schools	8,705 77	
State Board of Embalmers	2,680 00	
Attorney-General	5,801 51	
Fire Island State Park	68 25	
Conservation Commission	411,360 23	
Quarantine Commission	112,450 69	
State Reservation at Niagara	20,335 61	
State Experiment Station	3,259 93	
Superintendent of public works	3,924 50	
State normal schools	9,155 38	
Public Service Commission	1,786 06	
Clerk of Assembly	103 02	
Saratoga Reservation	53,086 11	
Superintendent Foods and Markets	1,209 19	
State Engineer	1,489 81	
Fees of public officers	$2,289,380 53	
Fees received from State institutions	741,100 98	
		$3,030,481 51

Public Highways

Received from bond sales and investments	$10,172,803 51	
Received interest on bond sales and investments	1,117,999 73	
Received account highway debt sinking fund	3,168,465 64	
Contribution, construction account	133,598 87	
Special interest	1,428 84	
Transfer from general fund	186,304 43	
		14,780,601 02

Palisades Inter-State Park

Sale of bonds	$2,620,425 00	
Contributions to sinking fund.	150,880 26	
Interest on investment for sinking fund	21,232 12	
Transfer from general fund for interest	4,775 72	
		$2,797,313 10

Stock Transfer Tax

Proceeds from sales of stamps	7,786,511 88

Commissioners of Deeds

Fees from commissioners authorized to act in foreign states and countries	195 00

Athletic Commission

Received from sundry athletic associations	71,394 59

Secured Debt Tax

Tax collected and paid into the treasury during the fiscal year ending June 30, 1917	766,791 28

Investment Tax

Tax collected and paid into the treasury during the fiscal year ending June 30, 1917	49,778 60

Peddlers' Licenses

Received from peddlers for licenses	330 00

General Fund Revenue

Transfer from canal fund, surplus	$328,939 47	
Transfer from common school fund for educational purposes	134,670 31	
Transfer from U. S. deposit fund for educational purposes	112,403 74	
Transfer from literature fund for educational purposes	12,000 00	
		588,013 52

Miscellaneous Receipts

Miscellaneous receipts into the treasury during the year....	$807,925 81	
Conscience receipts	368 00	
		$808,293 81
Total receipts, general fund, 1916–1917..		$62,004,676 35

COMMON SCHOOL FUND

Proceeds from investments by Comptroller	$926,986 86	
Interest and premiums on bonds	211,434 54	
Principal received on school fund bonds	1 26	
Interest received on school fund bonds	11 74	
Interest on loans, 1840.....	125 00	
Rent of land.....	664 89	
	$1,139,234 29	

Transfers

From general fund to revenue of school fund for interest on deposits	4,785 85	
From United States deposit fund revenue to common school fund capital, pursuant to article 9 of the Constitution	25,000 00	
Aggregate common school fund receipts....		$1,169,010 14

UNITED STATES DEPOSIT FUND

Receipts

Proceeds from investments made by the Comptroller...	$248,060 50	
Interest and premium.....	136,630 73	
Received from loan mortgage on account of principal of loans	37,567 61	
Received for interest on loans..	33,877 46	
Received for lands sold by foreclosure	3,491 25	

Transfers

From revenue to capital fund for educational purposes...	20,453 42	
From general fund for interest on moneys in bank.....	4,189 76	
		$484,270 73

Literature Fund

Receipts on account of principal of stocks and bonds held by Comptroller as investments for literature fund...	$19,666 66	
Interest on said stocks and bonds.	13,023 78	
Transfer from general fund for interest on deposits.....	502 20	
		$33,192 64

Military Record Fund

Receipts on account of principal of stocks and bonds held by Comptroller as investments for military record fund...	$13,000 00	
For interest on same.....	1,500 00	
Interest on treasurer's deposits	154 01	
		$14,654 01

Canal Fund

Proceeds from sales of bonds, State taxes and appropriations	$10,481,700 00	
Interest on Treasurer's deposits	760,101 69	
Rent of surplus waters	410 00	
Fees, bureau of canal affairs and Superintendent of Public Works	16,423 94	
Appropriation for repairs	1,295,992 98	
Canal debts, sinking fund and improvement loans	9,193,555 63	
Miscellaneous receipts	150,554 93	
Sale canal lands	3,664 10	
		$21,902,403 27

RECAPITULATION OF FUND RECEIPTS

General fund	$62,004,676 35
Common school fund	1,169,010 14
United States deposit fund	484,270 73
Literature fund	33,192 64
Military record fund	14,654 01
Palisades Inter-State park	2,797,313 10
Public administrator	12,257 38
Court and trust fund	11,850 21
Forest preserve fund	2,640,699 81
Public highways	14,780,601 02
Canal fund	21,902,403 27
Total aggregate receipts, year 1916–1917	$105,850,928 66

PAYMENTS

GENERAL FUND

Executive Department

Pay of Governor, Lieutenant-Governor and employees...	$77,551 03	
Expenses of department.....	33,923 09	
Investigations	26,770 12	
Executive clemency	47 15	
		$138,301 39

Secretary of State

Pay of officials and employees.	$210,104 61	
Expenses of department.....	89,778 16	
Printing and shipping documents	48,733 71	
Enumerators	2,086 33	
Additional clerk hire, motor vehicles, etc.	105,399 23	
		$456,102 04

Commissioners of Land Office

Pay and expenses of commissioners.....	$8,366 07

Comptroller

Pay of officials and employees	$331,568 10	
Municipal accounts and sundry expenses	172,231 30	
Land account	361 74	
Stock transfer tax, salaries and expenses	33,734 75	
Secured debt tax bureau.....	998 09	
Audit bureau	4,371 35	
Miscellaneous	23,616 36	
Detective agents	35 94	
		$566,917 63

State Treasury Department

Pay of officials and employees.	$31,751 61	
Office expenses	6,426 87	
Postage and drawer rent	1,016 00	
Temporary services	30 00	
Traveling expenses	751 09	
		$39,975 57

Office of Attorney-General

Pay of officials and employees.	$293,205 05	
Costs of suits, attorneys' services, expenses, etc	24,742 81	
Costs, investigations	6,657 10	
Sundry traveling and office expenses	102,021 64	
		$426,626 60

State Engineer and Surveyor

Pay of officials and employees.	$31,330 72	
Office and traveling expenses	7,891 77	
Surveying maps, etc	12,997 04	
Bridge designers	7,923 73	
		$60,143 26

Banking Department

Pay of superintendent and employees	$70,153 57	
Pay of bank examiners	133,731 59	
Sundry expenses	27,865 81	
Revising banking laws	8,997 99	
		$240,748 96

Department of Education

Pay of commissioner, employees and expenses	$910,832 54	
Pay of school superintendents and expenses	284,116 26	

Indian schools	$13,450 19	
Grants to libraries	226,720 60	
Apportionment to schools	6,479,750 42	
Education building	16,392 50	
State scholarships	282,175 00	
		$8,213,437 51

Alfred University — School of Ceramics

Maintenance	$46,488 76	
School of Ceramics	19,759 98	
		$66,248 74

State Normal Schools

Albany Normal College	$134,941 91	
Brockport Normal College	45,457 22	
Buffalo Normal School	69,568 79	
Cortland Normal School	52,404 71	
Fredonia Normal School	53,822 25	
Genesee Normal School	67,712 34	
Oneonta Normal School	71,107 96	
Oswego Normal School	77,843 57	
Plattsburg Normal School	48,657 46	
Potsdam Normal School	65,527 41	
New Paltz Normal School	51,066 26	
Annuities to teachers and substitute teachers	17,635 96	
		$755,745 84

Insurance Department

Pay of superintendents and employees	$223,860 56	
Pay of insurance examiners, etc.	118,569 80	
Traveling and miscellaneous expenses	56,614 09	
Special account	1,350 00	
		$400,394 45

Clerk of the Court of Appeals

Pay of clerk, deputy, employees, criers and attendants	$47,285 36	
Pay of referees' expenses	2,772 11	
Pay of judges' clerks	5,625 47	
Office expenses	3,361 24	
		$59,044 18

Judges of the Court of Appeals

Pay of chief judge and associate judges	$123,542 18	
Pay of Court of Appeals referees	15,000 00	
Pay of referees' clerks	3,281 25	
Pay of justices' clerks	7,394 59	
		$149,218 02

Justices of the Supreme Court

Pay of judges	$1,109,543 27	
Clerks and expenses, First Judicial District	1,200 00	
Clerks and expenses, Second Judicial District	23,719 40	
Clerks and expenses, Third Judicial District	151 85	
Clerks and expenses, Fourth Judicial District	5 60	
Clerks and expenses, Fifth Judicial District	10,756 45	
Clerks and expenses, Sixth Judicial District	5,820 00	
Clerks and expenses, Seventh Judicial District	10,423 26	
Clerks and expenses, Eighth Judicial District	6,333 33	
Clerks and expenses, Ninth Judicial District	14,374 93	
		$1,182,328 09

Appellate Division

First Department	$8,273 64	
Second Department	103,845 39	
Third Department	31,130 07	
Fourth Department	45,218 52	
		$188,467 62

State Reporter

Reporter, pay of employees and office expenses..	$15,354 42

Miscellaneous Reporter

Reporter, pay of employees and office expenses..	12,614 83

Supreme Court Reporter

Reporter, pay of employees and office expenses..	20,762 05

Stenographers of the Supreme Court

Salaries, Second Judicial Dist.	$14,975 00	
Salaries, Third Judicial Dist..	22,602 38	
Salaries, Fourth Judicial Dist.	14,090 48	
Salaries, Fifth Judicial Dist..	15,000 00	
Salaries, Sixth Judicial Dist..	11,700 00	
Salaries, Seventh Judicial Dist.	18,000 00	
Salaries, Eighth Judicial Dist.	37,413 06	
Salaries, Ninth Judicial Dist..	23,210 00	
		$156,990 92

Law Libraries

Court of Appeals library.....	$18,100 92
Supreme Court library, Second District	2,329 75
Supreme Court library, Third District	1,693 63
Supreme Court library, Fourth District	2,250 00

Supreme Court library, Fifth District	$5,031 07	
Supreme Court library, Sixth District	5,779 54	
Supreme Court library, Eighth District	6,880 99	
Supreme Court library, Ninth District	3,107 62	
Supreme Court library, Appellate Division	12,124 16	
		$57,297 68

State Tax Commissioners

Salaries of commissioners and employees	$200,204 52	
Traveling and miscellaneous expenses	45,100 34	
		$245,304 86

Public Service Commission, First District

Salaries of commissioners	$91,000 00	
Grade crossings account	40,612 96	
		$131,612 96

Public Service Commission Second District

Salaries of commissioners and employees	$314,960 64	
Sundry expenses of commission	65,205 21	
Grade crossings, State's share	155,630 02	
		$535,795 87

Fiscal Supervisor of State Charities

Salaries of supervisor and employees	$51,615 00	
Purchasing commission	924 43	
Sundry expenses	5,176 41	
		$57,715 84

Conservation Commission

Salaries of commissioners, assistant and employees	$387,517 95	
Protectors, fire wardens, agents, inspectors, etc.	12,414 74	
Game farms	9,534 20	
Counsel account	2,135 92	
Traveling and office expenses	215,237 97	
Water supply department	16,612 59	
Land account fire patrol, etc.	61,712 16	
Forest preserve in the Catskills and St. Lawrence reservation	1,399 51	
Superintendents, employees of hatcheries	43,544 64	
		$750,109 68

State Industrial Commission

Salaries and expenses of commissioner, deputies and employees	$909,215 42	
Sundry expenses	278,931 24	
		$1,188,146 66

State Court of Claims

Salaries of judges and employees	$58,790 34	
Sundry expenses	14,433 48	
Judgments	1,281,296 76	
		$1,354,520 58

Civil Service Commission

Salaries of commissioners and employees	$51,522 84	
Services and expenses of examinations	10,804 15	
Office and traveling expenses	5,497 81	
Communications	4,566 80	
		$72,391 60

Department of Excise

Disbursements at Albany, New York, Brooklyn and Buffalo offices	$218,188 36	
Special salary	7,000 00	
Office expenses, etc	74,126 67	
Special agents, enumerators and examiners	12,465 17	
Counsel and legal expenses	5,836 69	
Refund on short term licenses	14,260 04	
		$331,876 93

Superintendent of Prisons

Salaries of superintendent and employees	$48,154 96	
Bertillon system	173 10	
Transfer of convicts	14,499 40	
Parole officers	3,638 07	
Office and traveling expenses	11,426 13	
		$77,891 66

State Prisons

Auburn, maintenance	$362,728 35	
Clinton prison, maintenance	348,173 63	
Sing Sing prison, maintenance	358,772 30	
Great Meadow prison, maintenance	248,186 09	
State Farm for Women	19,724 42	
Dannemora State Hospital	176,146 99	
		$1,513,731 78

State Commissioners of Prisons

Salary of officials and employees	$12,180 00	
New prisons commission	3,785 59	
Sundry expenses	8,563 32	
		$24,528 91

Penitentiaries

For support of convicts and tramps and for money and clothing supplied to discharged convicts from various counties to State, viz.:		
Albany county	$13,628 31	
Erie county	11,682 09	
Monroe county	7,361 90	
Onondaga county	10,521 91	
New York county	43,027 10	
		$86,221 31

State Architect

Salaries, architect, clerks, stenographers, etc.	$156,690 38	
Counsel and expenses	4,914 79	
Expenses	28,229 72	
		$189,834 89

Public Buildings

Salaries, maintenance, etc.	$280,237 82	
Sundry supplies, expenses, repairs and improvements	120,453 53	
Senate house, Kingston	7,709 98	
Retired employees	2,902 73	
Maintenance of employees at hospitals	3,287 34	
State hall, reconstruction	234,728 56	
Reconstruction of capitol	36,708 54	
		$686,028 50

State Reservation at Niagara

Maintenance	$46,297 30

Monuments and Reservations

Lake George State park	$866 55	
Saratoga monument	1,003 89	
Grant cottage	1,050 41	
Washington's headquarters	4,347 50	
Montcalm park	1,213 03	
Sir William Johnson home	3,893 78	
Schuyler mansion	7,605 05	
Clinton house	207 89	
General Herkimer home	2,620 74	
Newtown battlefield	5,054 84	
New York State Monument Commission	17,549 60	
Phillipse Manor house	3,578 20	
Crown Point reservation	4,829 27	
John Boyd Thacher park	3,812 20	
Maj.-Gen. Doubleday monument	2,005 00	
General Sheridan monument	8,758 86	
Maj.-Gen. Robinson monument	2,005 00	
Watkins Glen	8,658 46	
Andersonville monument	1,190 02	
Stony Point peninsula	1,056 43	
Letchworth park	9,230 95	
		$90,537 67

Rivers, Roads and Bridges

Minesceongo Creek bridge	$602 27	
Drake's drawbridge	581 09	
Chemung River dyke	972 40	
Fullmer creek	1,274 00	
Olean creek improvement	101,427 92	
Normanskill viaduct	17,251 02	
Canisteo river	18,138 00	
Chadakin river dredging	12,056 00	
Keuka Lake outlet, light, etc.	40 21	
Three-Mile Harbor channel	11,956 00	
		$164,299 31

Public Highway Improvement

Investments for highway sinking fund	$4,160,617 58	
Miscellaneous disbursements	91,155 20	
Highway Commission and engineers	1,195,484 50	
Repairs to highways	4,203,586 31	
Payments to contractors	6,213,015 12	
		$15,863,858 71

Port Wardens

Services and expenses	$6,708 90

State Department of Health

Salaries of commissioner and employees	$259,188 93	
Malignant diseases	67,083 21	
Miscellaneous disbursements	86,961 19	
Office and traveling expenses	73,424 62	
Purchase of lands	40,000 00	
Embalming examiner	4,192 25	
		$530,850 20

State Board of Charities

Salaries of commissioners and employees	$74,438 36	
Traveling expenses of commissioners	7,709 60	
Transfer and removal of paupers	36,376 46	
Office and traveling expenses	12,231 02	
		$130,755 44

Health Office, Port of New York

Maintenance, salaries of officers, Hoffman and Swinburn islands, and miscellaneous disbursements	$183,277 06

Hospital Commission

Salaries of commissioners and employees	$98,739 79	
Sundry disbursements	4,760 47	
Office and traveling expenses	31,151 55	
		$134,651 81

State Care of Insane

Pathological Institute, etc.	$27,597 73	
Gowanda State Hospital	272,226 72	
St. Lawrence State Hospital	470,139 59	
Middletown State Hospital	478,792 40	
Rochester State Hospital	352,284 03	
Buffalo State Hospital	467,297 03	
Willard State Hospital	518,243 35	
Utica State Hospital	352,545 79	
Binghamton State Hospital	584,491 18	
Hudson River State Hospital	741,740 59	
Central Islip State Hospital	1,033,602 05	
Kings Park State Hospital	931,572 40	
Manhattan State Hospital	1,331,302 79	
Brooklyn State Hospital	373,273 57	
Mohansic (new) State Hospital	1,558 21	
		$8,071,319 24

Department of State Police

Salaries	$3,011 42	
Sundry expenses	2,962 85	
		$5,974 27

Soldiers and Sailors' Homes

Maintenance	$314,888 39	
Repairs and improvements	12,787 47	
Women's Relief Corps Home, Oxford	68,038 43	
		$395,714 29

Institutions for the Blind

New York State Institution for Blind	$98,372 97	
University of Rochester	600 00	
New York City Institution for Blind	864 58	
Hunter College	300 00	
Columbia College	300 00	
Syracuse University	300 00	
State Commission for Blind	35,059 36	
		$135,796 91

Institutions for Deaf-Mutes

Albany Institution	$8,791 25	
New York City Institution	43,317 50	
New York State Institution	99,548 75	
Central New York Institution	20,280 00	
St. Joseph's Institution	101,016 25	
Western New York Institution	33,507 50	
Northern New York Institution	39,405 13	
Le Couteulx St. Mary's Institution	30,321 25	
		$376,187 63

Hospitals and Charitable Institutions

Tuberculosis State Hospital	$159,853 03	
Training School for Girls, Hudson	188,075 92	
Western House of Refuge	76,406 10	
Bedford Reformatory for Women	166,187 77	
Newark Custodial Asylum	215,012 68	
Rome Custodial Asylum	381,479 32	
Matteawan Hosptal for Insane Criminals	233,555 61	
Craig Colony	392,664 86	

Syracuse Institution for Feeble-Minded Children	$159,100 40	
Elmira Reformatory	355,725 53	
Letchworth Village	243,885 77	
State Agricultural and Industrial School	245,076 81	
Thomas Indian	63,833 26	
Juvenile Delinquents	225,259 88	
Crippled and Deformed Children	59,659 11	
Eastern New York Reformatory	139,974 41	
Training School for Boys	43,054 35	
		$3,348,804 81

Commissioner of Agriculture

Salaries and expenses of commissioner, deputy and clerks	$661,198 43	
Farmers' institutions and bureaus	45,877 39	
State Fair Commission	177,029 30	
Nursery inspection, etc	3,526 88	
Disease of plants	5,675 95	
Experts, chemists, diseases of animals, agents, etc	181,884 18	
Experiment station	143,088 20	
		$1,218,280 33

State Superintendent of Elections

Salaries of superintendent and employees	$167,620 33	
Expenses of department	34,770 12	
		202,390 45

Legislature

Pay of senators, officers and employees	$244,881 79	
Pay of assemblymen, officers and employees	407,419 53	

Contingent expenses of Senate.	$72,125 54	
Contingent expenses of Assembly	69,495 95	
Contested seats	1,777 00	
Contingent expenses of Legislature, jointly	168,115 06	
Bill drafting	38,524 77	
Library	10,491 69	
		$1,012,831 33

New York State Nautical School

Salaries	$30,866 01	
Maintenance and expenses	40,655 49	
		$71,541 50

Temporary Commissions

Inter-State Bridge Commission	$2,224 80	
Statutory Consolidation Commission	143 74	
Food Supply Commission	78,787 11	
Military Training Commission	50,724 02	
Ketchum Memorial Commission	5,000 00	
Military resources	57,019 58	
Plattsburg Centenary Commission	62,492 67	
Constitutional Convention Commission	18,583 12	
Public Defense Council	4,667 48	
Perry Victory Centennial	1,000 00	
Industrial Sunshine Society . .	6,146 00	
River Regulation Commission	1,458 38	
Port Conditions Commission . .	307 25	
		$288,824 15

Indian Affairs

Agent for Onondagas.....	$5,553 12	
Annuities for Senecas.....	407 76	
Annuities for Cayugas.....	10,616 37	
Annuities for Saint Regis....	3,606 67	
		$20,183 92

Surrogates' Fees

Sundry fees for certified copies of wills, etc.....	$221 24	
Codification of surrogate laws.	790 55	
		$1,011 79

Stationery

Supplies purchased by Comptroller for use of State departments	$234 62

Printing

Legislative printing	$703,375 58	
Publishing laws	206,740 40	
Publishing official notices.....	230,916 09	
		$1,141,032 07

Inspector of Steam Vessels

Salaries of inspectors.....	$6,000 00	
Expenses of inspectors.....	146 19	
		$6,146 19

County Taxes

Non-resident taxes admitted..	$223,979 71	
School taxes	1,845 31	
Erroneous payments of taxes..	437 89	
Public lands assessment.....	28,231 50	
Redemption of lands sold for taxes	13,463 51	
		$267,957 92

Militia-Arsenals and Armories

General repairs to arsenals and armories	$21,058 98	
Troop "B," Albany	6,589 40	
Yonkers	66,516 33	
Troop "I," Buffalo	27,480 67	
Rochester armory	3,477 86	
Armory commissioners	16,182 36	
Camp of instruction	22,629 40	
Third brigade	331,526 20	
Fourth brigade	332,472 10	
		$827,933 30

National Guard

Adjutant-General's department	$706,351 23	
Miscellaneous disbursements	2,128 60	
Payment of loan	100,000 00	
Pay of troops, camp and field service	565,158 61	
Naval militia	94,683 54	
Pensions	12,521 75	
County military organizations	264,768 74	
		$1,745,612 47

Weights and Measures

Superintendent and employees	$13,491 67	
Expenses	5,136 05	
		$18,627 72

Saratoga Springs State Reservations

Payment for lands	$67,216 33	
Payment for salaries and maintenance	121,583 36	
Legal services	784 16	
Redemption of certificates	131,556 00	
Judgments, Court of Claims	33,599 23	
		$354,739 08

Fire Island State Park

Salaries	$3,124 85	
Construction account	3,644 02	
Expenses	2,312 86	
		$9,081 73

Schools of Agriculture

Long Island, service and maintenance	$101,287 14	
Delhi, service and maintenance	57,536 42	
Schoharie, service and maintenance	43,113 39	
Morrisville, service and maintenance	50,707 64	
St. Lawrence, service and maintenance	42,483 97	
		$295,128 56

Grand Army of the Republic

Sundry disbursements	$2,771 71

Probation Commission

Salaries	$6,663 75	
Sundry expenses	4,138 83	
		$10,792 58

Twenty-Year Court and Trust Funds

Payments made during the past fiscal year to sundry persons who had proved their claims	$32,437 78

Public Administrator

Paid on account of sundry estates	$9,074 35

General Fund Revenue

Transfer to canal fund for ordinary and extraordinary repairs	$1,094,513 30	
Transfer to canal fund, judgments and repairs	76,479 68	
Transfer to canal debt sinking fund	6,035,210 44	
Contributions to canal debt sinking fund	1,062,197 04	
Transfer to highway improvement sinking fund	3,354,770 07	
Forest preserve fund	10,552 59	
Palisades Inter-State Park sinking fund	150,880 26	
Transfer to Palisades Inter-State park debt sinking fund	4,775 72	
Transfer to common school fund for interest	4,785 85	
Transfer to U. S. deposit fund for interest	4,189 76	
Transfer to literature fund for interest	502 20	
		$11,798,856 91

Palisades Interstate Park

Investments, interest, etc.	$100,000 00	
Land purchase	1,963,378 51	
Salaries	37,897 40	
Expenses	11,646 00	
		$2,112,921 91

State Athletic Commission

Salaries	$12,341 61	
Expenses	2,968 93	
		$15,310 54

Syracuse University, College of Forestry

Maintenance	$89,502 23	
For lands and buildings	107,943 14	
For expenses	23,260 78	
		$220,706 15

Cornell University

Construction of buildings	$106,266 07	
Maintenance	695,478 56	
Contribution U. S. government	50,000 00	
Investments, col. land script fund interest	34,428 80	
		$886,173 43

Miscellaneous Payments

Long Sault Development Co., refund of moneys paid to State	$47,100 00	
Court of Impeachment, Shorthand Reporting Company	5,000 00	
Western Union Telegraph Company, State Fire Marshal	5 15	
		$52,105 15

State Racing Commission

Services of commissioner	$2,045 00

Department of Foods and Markets

Paid for services	$15,353 84	
Paid for maintenance	4,863 84	
		$20,217 68

Board of Examiners, Feeble-Minded

Services and expenses	$497 63

COMMON SCHOOL FUND

Investments:		
Principal	$930,820 97	
Interest	41,785 96	
Transfer to general fund for educational purposes	134,670 31	
		$1,107,277 24

UNITED STATES DEPOSIT FUND

Investments:		
Principal	$361,124 60	
Interest	19,331 54	
Transfers to general fund for educational purposes	157,857 16	
		$538,313 30

LITERATURE FUND

Investments		
Principal	$5,500 00	
Interest	988 61	
Transfer to general fund for educational purposes	12,000 00	
		$18,488 61

MILITARY RECORD FUND

Maintenance of bureau	$2,000 00

CANAL FUND

Barge canal terminals	$2,153,143 07	
Cayuga and Seneca canal	511,302 75	
Investigations, surveys, etc., for Attorney-General	2,050 95	
Bureau of canal affairs, Comptroller's office	9,105 98	
Court of Claims, awards	35,719 68	

Special accounts, bridges, terminal commission, embankments, obstructions, etc.	$154,293 21	
Erie, Champlain and Oswego canal construction	7,279,020 44	
Ordinary and extraordinary repairs to canals	1,228,501 55	
Transfer to general fund	328,939 47	
Principal and interest of canal debt	5,682,500 00	
Investments for sinking fund	4,267,551 26	
		$21,652,128 36

RECAPITULATION OF PAYMENTS

General fund	$54,083,615 76
Twenty-year court and trust funds	32,437 78
Common school fund	1,107,277 24
Saratoga Springs State reservation	354,739 08
United States deposit fund	538,313 30
Palisades Interstate park	2,112,921 91
Literature fund	18,488 61
Public highways	15,863,858 71
Military record fund	2,000 00
Public administrator	9,074 35
State forest preserve fund	2,394 26
Canal fund	21,652,128 36
Aggregate payments for year ending June 30, 1917	$95,777,249 36

TRANSFER OF STOCKS — INSURANCE DEPARTMENT

1916			
July	18.	Standard Marine Ins. Co., Liverpool, Eng., to Wm. John Roberts, U. S. manager of said company	$18,000 00
	19.	Capital City Surety Co., Albany, N. Y., to the same	2,750 00

1916			
Sept.	8.	General Marine Ins. Co., Dresden, Germany, to Hugo Schmidt, U. S. manager of said company.....	$203,000 00
	25.	Bankers Life Ins. Co., N. Y. City, to Arthur M. Harris.....	105,000 00
Oct.	16.	Sovereign Fire Assurance Co. of Canada, to Hanover National Bk.	114,000 00
Nov.	15.	Postal Life Ins. Co., N. Y. City, to Superintendent of Insurance of the State of New York.....	100,000 00
	17.	Svea Fire and Life Ins. Co., Gothenburg, Sweden, to New York Trust Co., as trustee.....	100,000 00
Dec.	15.	Yorkshire Ins. Co., Ltd., York, Eng., to New York Life Ins. and Trust Co.	50,000 00
1917			
Jan.	17.	Northern Assurance Co., London, Eng., to Rhoades and Co.....	150,000 00
	25.	People's Surety Co., New York, to Jesse S. Phillips and Peter J. Collins, receivers	100,000 00
April	5.	Scottish Union and Nat. Ins. Co., Edinburgh, Scotland, to Rhoades and Co.	200,000 00
May	8.	Guarantee Co. of North America, Montreal, Canada, to Chase Nat. Bank	10,000 00
	23.	Capital City Surety Co., Albany, N. Y., to the same.....	1,712 53
June	28.	Sovereign Fire Assurance Co. of Canada, Toronto, Canada, to Hanover National Bank.....	88,000 00
		Total stocks for 1916–1917.....	$1,242,462 53

SUPPLEMENTAL TO STATE TREASURER'S REPORT, 1916-1917

The following statement is a condensed summary of revenues and disbursements for the year to June 30, 1917, and is supplemental to the detailed report.

DEBT

General Fund

Executive Department		$138,301 39
Secretary of State		456,102 04
Comptroller		556,917 63
Treasurer		39,975 57
Attorney-General		426,626 60
State Engineer		60,143 26
Banking Department		240,748 96
Insurance Department		400,394 45
Education Department		8,213,437 51
Clerk of Court of Appeals		59,044 18
State Industrial Commission		1,188,146 66
State Department of Health		530,850 20
Conservation Commission		750,109 68
State Court of Claims		1,354,520 58
State Board of Charities		130,755 44
Civil Service Commission		72,391 60
State Tax Commission		245,304 86
State Prison Commission		24,528 91
Fiscal Supervisor of Charities		57,715 84
Public Buildings		686,028 50
Public Service Commission:		
First District	$131,612 96	
Second District	535,795 87	
		667,408 83
State Superintendent of Elections		202,390 45
Fire Island State park		9,081 73
Inspector of steam vessels		6,146 19
Port wardens		6,708 90

State care of insane, hospitals	$8,071,318 24
Commissioners of the Land Office	8,366 07
State Architect	189,834 89
Superintendent of Prisons	77,891 66
Temporary commissions	288,824 15
State prisons	1,513,731 78
Department of Excise	331,876 93
Miscelleanous State and Supreme Court Reporters	48,731 30
Indian affairs	20,183 92
Hospitals and charitable institutions	3,348,804 81
Rivers, roads and bridges	164,299 31
Alfred University	66,248 74
Board of examiners, feeble-minded	497 63
State normal schools	755,745 84
Printing	1,141,032 07
Soldiers' and sailors' homes	395,714 29
Institution for deaf mutes	376,187 63
Institutions for blind	135,796 91
National guard	1,745,612 47
Arsenals and armories	827,933 30
Niagara reservation	46,297 30
Health office, port of New York	183,277 06
Schools of agriculture	295,128 56
Nonresident taxes	267,957 92
Stationery for State departments	234 62
Surrogates' fees and codification of laws	1,011 79
Department of Agriculture	1,218,280 33
Law libraries	57,297 68
Legislature	1,012,831 33
Penitentiaries	86,221 31
Grand Army of the Republic	2,771 71
Nautical school	71,541 50
Department of Foods and Markets	20,217 68
Monuments, headquarters and reservations	90,537 67
Judges of the Court of Appeals	149,218 02
Justices of the Supreme Court	1,182,328 09
Probation Commission	10,792 58
State Athletic Commission	15,310 54

Appellate Division, Supreme Court	$188,467 62
Stenographers, Supreme Court	156,990 92
General fund revenue transfers	11,798,856 91
Miscellaneous payments	52,105 15
Weights and measures	18,627 72
State Racing Commission	2,045 00
Syracuse University, College of Forestry	220,706 15
Cornell University	886,173 43
Public highways	15,863,858 71
Common school fund	1,107,277 24
Saratoga Springs State reservation	354,739 08
United States deposit fund	538,313 30
Palisades Interstate park	2,112,921 91
Literature fund	18,488 61
Twenty-year court and trust funds	32,437 78
Military record fund	2,000 00
Public administrator	9,074 35
State forest preserve fund	2,394 26
Department of State Police	5,974 27

Canal Fund

Payments of Comptroller's warrants for ordinary, extraordinary repairs, maintenance of the canals and constructing Barge canal, principal and interest of canal debt, investments for sinking fund, etc	21,652,128 36
Aggregate payments	$95,777,249 36

REVENUES

Automobile licenses	$2,025,302 31	
Automobile fines	40,727 09	
		$2,066,029 40
United States government, account Soldiers' Home		85,772 61
Organization tax		1,217,436 96
Nonresident taxes		43,608 63

Agricultural fines and licenses	$169,515 88
Interest on treasurers' deposits	494,402 95
Inheritance tax	13,791,969 65
Peddlers' licenses	330 00
General fund land sales	22,848 98
Bank department, contributors to	211,822 66
Fees of public officers	2,289,380 53
Fees of State institutions	740,605 39
Fees, monuments and reservations	495 59
Racing Commission	2,045 00
Mortgage tax	1,183,409 50
Secured debt tax	766,791 28
Corporation taxes	13,982,723 87
Excise taxes	12,685,341 14
State tax	2,745,380 43
Notaries' fees	89,953 50
Athletic Commission	71,394 59
Commissioner of deeds for foreign states and countries	195 00
Investment tax	49,778 60
New York nautical school, government aid	60,625 00
Stock transfer tax	7,786,511 83
General fund revenue transfers	588,013 52
Miscellaneous receipts	808,293 81
Total general fund receipts	$62,004,676 35

Common School Fund

Sundry receipts	1,169,010 14

United States Deposit Fund

Sundry receipts	484,270 73

Court and Trust Funds

Sundry receipts	11,850 21

Literature Fund

Sundry receipts	33,192 64
State forest preserve fund	2,640,699 81

Public Highways	
Improvements and repairs	$14,780,601 02
Palisades Interstate Park Fund	
Sundry receipts	2,797,313 10
Public Administrator	
Sundry receipts	12,257 38
Canal Fund	
Sundry receipts	21,902,403 27
Aggregate receipts, 1916–1917	$105,850,928 66

CASH STATEMENT

Balance in treasury July 1, 1916	$41,924,672 45
Add receipts for year as above	105,850,928 66
	$147,775,601 11
Deduct payments for the year as above	95,777,249 36
Balance, July 1, 1917	$51,998,351 75

STATE OF NEW YORK

REPORT

OF THE

State Commissioner of Highways

TRANSMITTED TO THE LEGISLATURE FEBRUARY 15, 1918

ALBANY
J. B. LYON COMPANY, PRINTERS
1918

STATE OF NEW YORK

No. 54

IN ASSEMBLY

FEBRUARY 26, 1918

REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

To the Speaker of the Assembly of the State of New York:

In compliance with Section 15, Chapter 30 of the Laws of 1909, constituting Chapter 25 of the Consolidated Laws, I have the honor to submit herewith the report of Edwin Duffey, as Commissioner of Highways, for the Year 1917.

I. J. MORRIS,

Secretary.

NEW YORK STATE HIGHWAY COMMISSION

1917

EDWIN DUFFEY, Commissioner.
IRVING J. MORRIS, Secretary.
H. ELTINGE BREED, First Deputy Commissioner.
FRED W. SARR, Second Deputy Commissioner.
BENJAMIN J. RICE, Third Deputy Commissioner.
SEPHRINE D. GILBERT, Auditor.

MAIN OFFICE

EDMUND A. BONNEY, Supervising Engineer.
JOSEPH CURRAN, Chief of Maintenance.
JESSE C. PATRICK, Superintendent of Maintenance, Eastern Division.
FRANK W. BRISTOW, Superintendent of Maintenance, Western Division.
FRANK R. PENNOCK, Assistant Secretary.
JAMES T. TAAFFE, Secretary to the Commissioner.
MARK W. NELSON, Assistant to the First Deputy.
RAOUL W. BAKER, Secretary to the Second Deputy.
FRED BUCK, Assistant to the Third Deputy.
HARRY P. CONDON, Chief Clerk.
W. E. CONKLIN, Confidential Inspector.
A. W. SMITH, Confidential Inspector.
R. O. HOLLENBECK, Confidential Inspector.
H. W. COWLBECK, Appointment Clerk.
FRANK A. HERMANS, Engineer of Grade Crossings.
E. E. BRANDOW, Engineer of Bridges.

FRANK W. BURLEIGH, in charge of Bureau of Tests.
H. S. MATTIMORE, in charge of Physical Testing of Materials.
JOSEPH E. MYERS, in charge of Chemical Testing of Materials.
E. M. TREFETHEN, in charge of Drafting Department.
W. A. TREADWELL, in charge of Statistics, Costs, Etc.
J. B. RYDER, Plans and Resolutions.

DIVISION ENGINEERS

DIVISION NO. 1.—JAMES H. STURDEVANT, Columbus Institute, 11 Washington Street, Poughkeepsie.
Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster, and Westchester counties.

DIVISION NO. 2.—HARVEY O. SCHERMERHORN, Lyon Building, 1 Daniel Street, Albany.
Albany, Clinton, Essex, Rensselaer, Saratoga, Schenectady, Warren and Washington counties.

DIVISION No. 3.— C. C. CASSELL (Acting), Cleveland Building, Watertown.
Franklin, Jefferson, Lewis and St. Lawrence counties.
DIVISION No. 4.— ROY F. HALL, Chamber of Commerce Building, Utica.
Fulton, Hamilton, Herkimer, Madison, Montgomery and Oneida counties.
DIVISION No. 5.— HOWARD E. SMITH, 901 Press Building, Binghamton.
Broome, Chenango, Delaware, Otsego, Schoharie and Sullivan counties.
DIVISION No. 6.— L. D. Brownell, 433 South Salina Street, Syracuse.
Cayuga, Cortland, Onondaga, Oswego, Seneca and Wayne counties.
DIVISION No. 7.— Perry Filkin, 423 Cutler Building, Rochester.
Genesee, Livingston, Monroe, Ontario, Orleans and Wyoming counties.
DIVISION No. 8.— CHARLES M. EDWARDS, St. Ann Federation Building, Hornell.
Allegany, Chemung, Schuyler, Steuben, Tioga, Tompkins and Yates counties.
DIVISION No. 9.— CHAS. J. MCDONOUGH, Wilson Building, Buffalo.
Cattaraugus, Chautauqua, Erie and Niagara counties.

COUNTY SUPERINTENDENTS OF HIGHWAYS

County	Name and Address
Albany	E. J. Bedell, Delmar.
Allegany	Harry Craig, Canaseraga.
Broome	Charles Van Amberg, Binghamton.
Cattaraugus	Alexander Bird, Ellicottville.
Cayuga	J. C. Dayton, Auburn.
Chautauqua	W. J. Knauer, Jamestown.
Chemung	Harry T. Gage, Van Etten.
Chenango	E. B. Pendleton, Norwich.
Clinton	Richard T. Mace, Keeseville.
Columbia	Lester J. Bashford, Hollowville.
Cortland	Dwight B. Coleman, Cortland.
Delaware	A. L. Van Tassle, Treadwell.
Dutchess	A. C. Rapelje, Poughkeepsie.
Erie	George C. Diehl, Buffalo.
Essex	Clinton H. Simonds, Elizabethtown.
Franklin	H. A. Gray, Malone.
Fulton	J. A. Karg, Johnstown.
Genesee	W. M. Torrance, Batavia.
Greene	H. S. Olmstead, Cairo.
Hamilton	Edgar Call, Lake Pleasant.
Herkimer	Will H. Corey, Herkimer.
Jefferson	Henry S. Ball, Watertown.
Lewis	Clarence E. Putnam, Croghan.
Livingston	George E. Schaefer, Geneseo.
Madison	George S. Tibbits, Oneida.
Monroe	J. Y. McClintock, Rochester.
Montgomery	Irving Lathers, Fonda.
Nassau	W. Fred Starks, Glen Cove.
Niagara	Thomas M. Brennen, Niagara Falls.
Oneida	Arthur O'Brien, Utica.
Onondaga	Frank E. Bogardus, Syracuse.
Ontario	George W. Powell, Canandaigua.
Orange	C. H. Smith, Middletown.
Orleans	Harry D. Waldo, Albion.
Oswego	Elbert A. Howard, Oswego.
Otsego	Samuel R. Lewis, Otsego.
Putnam	Richard Mitchell, Brewster.
Rensselaer	Charles A. Roemer, Court House, Troy
Rockland	Calvin J. Allison, Stony Point.
St. Lawrence	Joseph M. Howard, Ogdensburg.
Saratoga	John E. Hodgman, Saratoga.
Schenectady	Harry W. Cregier, Schenectady.

County	Name and Address
Schoharie	Van E. Lawyer, Cobleskill.
Schuyler	James P. Frost, Watkins.
Seneca	Fred A. Potter, Ovid.
Steuben	Charles E. Bower, Corning.
Suffolk	Peter E. Nostrand, Shelter Island H'g'ts.
Sullivan	Monroe H. Wright, Livingston Manor.
Tioga	William O. Lay, Owego.
Tompkins	F. C. Evans, Ithaca.
Ulster	James F. Loughran, Kingston.
Warren	Bertram E. Murray, Warrensburg.
Washington	O. C. Richards, Hudson Falls.
Wayne	W. G. Sisson, Lyons.
Westchester	Charles McDonald, White Plains.
Wyoming	Robert Holmes, Jr., Castile.
Yates	Matthew McEvoy, Penn Yan.

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REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

ALBANY, N. Y., *January* 1, 1918

To the Honorable, the Legislature of the State of New York:

I have the honor to present the annual report of this Department for the year ending December 31, 1917.

All of the first $50,000,000 bond issue has been appropriated by the Legislature, and the unexpended balance is obligated by existing contracts or expedited routes.

Of the second $50,000,000 bond issue authorized by the referendum of 1912, there has been appropriated by the Legislature $35,000,000, leaving $15,000,000 as yet unappropriated.

Contracts were awarded during the year 1917 for the improvement of 91.96 miles of state and county highways, the total appropriations for which were as follows:

State appropriation	$1,038,214 78
County appropriations	465,389 78
Village appropriations	133,650 00
Total appropriations	$1,682,254 56

	Miles	Miles
On January 1, 1917, there were contracts in force aggregating		1,428.77
Contracts awarded during 1917		91.96
Total under contract during 1917		1,520 73
Contracts completed and accepted during 1917	410.02	
Contracts completed during 1917, but not in time for acceptance	16.21	426.27
Leaving under contract Jan. 1, 1918		1,094.50

On the contracts in force Jan. 1, 1918, aggregating 1,094.50 miles certain work has been performed as follows:	Miles	Miles
Prior to January 1, 1917	122.74	.....
During 1917	370.31	493.05
Leaving on January 1, 1918, actual work to be performed under contracts in force	.....	601.45
*Total state and county systems of highways	.....	12,290 84
Highways completed on January 1, 1917	6,462 44	.....
Roads taken over for maintenance	40.21	.....
Contracts completed and accepted during 1917	410.02	.....
Contracts completed but not accepted January 1, 1918	16.21	.....
Highways under contract January 1, 1918	1,094.50	8,023.78
Balance of state and county systems	.....	4,267.46

STATE AND COUNTY HIGHWAYS

Construction

In my annual report dated January 1, 1917, reference was made to the fact that conditions under which highway improvement work was conducted were beginning to be onerous, and that the indications for 1917 were that such conditions would not be improved.

In fact during the year covered by this report they became rapidly worse. Before the working season of 1917 opened, war was declared and all conditions affecting the prosecution of highway work immediately changed for the worse, especially with regard to the two most important elements, viz., the supply of labor and the facilities for the transportation of road building material. During the legislative session of 1917, and prior to the declaration of war, as the result of conferences between this department and legislative committees, it

*The total mileage of the State and county systems has previously been estimated as 11,988. Accurate measurements as completed from time to time will slightly vary this total.

was at first determined that the usual appropriation for new construction out of the second $50,000,000 bond issue should be materially reduced. After the declaration of war, and as the result of further conferences with the committees of your honorable body, it was unanimously determined that under the conditions existing and expected, no appropriation whatever should be made. The annual report of this department for the year ending December 31, 1916, showed, however, a large amount of new construction already under contract and but partly performed. Therefore, the department faced the problem at the beginning of the season of 1917 of providing for the completion of these outstanding contracts, together with the usual work of maintenance of highways already constructed. The total amount of the construction work under contract and remaining to be performed, together with the maintenance and repair work, amounted to approximately $15,000,000.

The details and extent of the problem presented to the department in the prosecution of its work during the past year are matters of common knowledge. Labor at all times commanded an unusually high price, and, generally speaking, regardless of price was unobtainable in any adequate amount during the entire season. The production of materials required in large quantities for road work, and their delivery, was also uncertain; and toward the latter part of the season delivery was entirely cut off by priority orders issued by the Federal authorities, resulting in the stoppage of all construction or maintenance and repair work throughout the state where rail deliveries of material were involved. Even in the case of roads where local material was specified, and and labor at least in some degree available, the contractor was unable to proceed through inability to obtain coal for the operation of plant and machinery. For these reasons both construction and repair work, during the latter part of the season, when usually the largest amount of work is done, was to a considerable degree suspended.

In cases considered by the department aggravating, contracts were cancelled for want of progress, as provided by law. Contracts which were abandoned were necessarily cancelled, and the usual course of readvertising was resorted to. In but few cases, however, were bids received for such completion. In the majority of cases no bids were received, and all progress on the work involved was at a standstill.

The necessities in some instances were such that it became imperative for the department to provide for the completion of con-

tracts by department forces, readvertising in the way usually pursued proving futile. These instances, however, were limited both in number and extent, the provisions made by the highway law being almost solely for the conduct of construction work under contracts awarded to contractors who furnished all labor, equipment and material.

Where work was proceeding to any justifiable extent, everything was done to encourage its further prosecution by the contractor, and in all cases where requested, or where in the department's opinion assistance could be given, an effort was made to aid contractors in obtaining materials and shipments thereof, it being deemed for the best interests of the state and of the citizens residing in the vicinity of the roads under contract so far as practicable to continue the work and obviate the necessity of cancellation with the consequent delay which would inevitably ensue due to the inability to secure bids for its completion. The department was able by most persistent efforts to secure the completion of 370 miles of actual road improvement during the season of 1917, as compared with about 600 miles during 1916, and about 1,000 miles during 1915.

At the present time there are upwards of 170 construction contracts in force, aggregating a total of nearly 1,000 miles, of which about 400 miles have been practically performed. Of the remainder, about one-half has been torn up or partly graded, the remaining mileage being undisturbed and practically in the same condition as when maintained as town highways before being put under contract.

The whole subject has received careful study during the past winter. The physical condition of each road under contract throughout the state has been accurately ascertained and considered. These portions of roads under contract, which have by reason of partial prosecution of the work been rendered unfit for travel, should, in the opinion of this department, first of all be completed. Apparently it would be futile to attempt to do more, judging from the experience of 1917, unless there is a radical change in conditions. To permit contractors to go ahead on the undisturbed portions of the roads under contract, and thus render a still greater mileage unfit for travel would be against the interests of the state and the locality.

The highway law as it now reads does not give the Commissioner of Highways adequate authority to meet in the most practical manner the situation which confronts him. It is recommended that legislation required under existing circumstances be adopted at this session of the Legislature. Existing contracts should not be cancelled, except where it becomes necessary to do so by failure of the contractor, in which case he and the surety company would be held liable

for any excess cost. Provision should be made for the completion of these portions of roads under contract which are torn up and unfit for travel. An extension of time for the completion of these portions of roads not disturbed (and which can temporarily be maintained, as heretofore as town highways) would seem reasonable and just, having in mind the scarcity of labor and materials, and would render more likely the completion of the disturbed portions. To attempt to do more than is known to be practicable would seem folly. To neglect to take adequate steps to render available for traffic the torn up thoroughfares, would seem to be reprehensible. If those portions of existing contracts can be completed during 1918, the mileage built will approximately equal the mileage built during 1917. This result can only be obtained by the concentration and co-ordination of all the available resources, and while highly desirable in normal times, in this, doubtless the critical year of the war, will be trebly valuable, and will be in accordance with the expressed desire of the Federal authorities and the market requirements of our state.

Any extension of time for the completion of the undisturbed portions of highways should, in the opinion of the department, be granted only upon the request of the contractor and his surety, reserving to the state all the rights now existing for the ultimate completion of the contract within the contract price.

Maintenance and Repair

Adequate provision should be made for the maintenance and repair of improved state and county highways. In the opinion of the department, special attention should be given, as far as possible, to the maintenance of traffic, and the elimination of detours.

The conditions under which maintenance and repair work is conducted differs somewhat from original construction, and it is our hope that it can be adequately conducted during the coming season, though undoubtedly it will be with difficulty. It is expected that extensive use will be made of the improved highways during the season of 1918 for local transportation purposes, and especially of the main cross state routes for truck traffic under the auspices of the federal government. All reasonable aid should be rendered under the circumstances, though doubtless extensive repairs will be required as the result of such traffic which will be unusual in extent, and in many cases excessive as to combined weight of truck and load.

An attempt has been made to anticipate conditions in 1918 as pertaining to maintenance and repair. Unless the department is

equipped to do a larger amount of its own work than heretofore, this indispensable function will be interfered with by the uncertainty of the labor supply on the one hand, and the production and delivery of materials on the other, and provision is being made accordingly.

In this connection it is deemed desirable that the department should be equipped to crush, to greater extent, its stone supply, and small portable plants for this purpose are to be installed.

TOWN HIGHWAYS

The town highway work has been pursued during the past season under the same difficulties and obstacles which the department faced with regard to its construction and its repair work, as shown by the reports received from the highways official of each county in the state. The mileage constructed, although materially less than in the previous year, amounted to 646 miles of macadam type and 287 miles of gravel roads. General maintenance of the so-called earth roads was conducted under difficulties, not only because of the labor and material situation, but also because of the weather conditions prevailing during a large part of the season. Teams and labor were both scarce and high priced, and at certain times of the year it was deemed inadvisable to divert them from much needed assistance in farm production. The department, at the request of the federal and State authorities, urged upon the county and town highway officials the necessity for the use of labor and teams during the planting and harvesting season, and it is gratifying to report that there was an extensive compliance throughout the State with such request, although necessarily as the result thereof the total quantity of town highway work for the year fell materially below the average.

FEDERAL AID

At the session of the Legislature of 1917, the necessary appropriation for the State's share of federal aid roads was made available, and a map upon which was tentatively designated the roads to be improved by federal aid, was duly prepared and filed according to law. Plans and specifications for the construction of some of these roads were prepared with the intention of awarding contracts during the year 1918, and plans and specifications for all of the remaining roads which can be built out of the first two annual appropriations under the Federal Aid Act are being prepared and will be presented to the federal authorities for their approval, after which they will

be in readiness for advertisement and award of contract at such time as conditions will permit of the work being undertaken.

In determining what roads should be built out of the entire federal appropriation, and the accompanying State appropriation, the main object at all times in mind was to complete the uncompleted gaps in the improved thoroughfares of the State. It was soon apparent in the prosecution of this work that while much could be accomplished with the additional mileage which federal aid made possible, that many highly desirable connections on important thoroughfares in the State could not be provided for. The situation was laid before the boards of supervisors of nearly all the counties in the State, and representation made as to what could be accomplished with the mileage of federal aid that could be allotted to such county in conjunction with some modification of the disconnected county highways, both as to the location of such county highways on the one hand, and the agreement as to the time when the same should be built on the other. In addition to this, it became apparent that in many cases insufficient funds would be available if the counties paid for county highways on the basis first established after the passage of the referendum, and attention was drawn to the fact that under the law of 1916, counties so desiring could decide to pay 50 per cent of the cost of a county highway instead of the lesser percentage as provided theretofore. As the result of many conferences between the department and the counties, such county highway systems were accordingly modified, and the order of building so fixed that the relocated roads could be built at an early date, and appropriate resolutions were passed providing for the building of all county highways on the basis of 50 per cent by the State and 50 per cent by the county. In some cases where great thoroughfares carrying heavy traffic required greater width, the townships under the widening act voted to widen at the town expense. Fourteen counties have actually passed the 50 per cent and modification county highway resolutions. In fourteen counties the arrangements are practically complete, and in seventeen others no changes are necessary, leaving only twelve counties pending, many of which are waiting the passage of legislation to provide for the disposition of the excess State route moneys under the bond issue. By such co-operation of the department, counties and towns, provision will be made which will result in the construction of an entirely connected system of highways.

ACQUISITION OF TOLL BRIDGES

An amendment to section 269 of the Highway Law made by chapter 598 of the Laws of 1917, provides that where a toll bridge constitutes a connecting link between two State routes, or forms a part of a State route and is included in the description thereof, the board of supervisors of the county in which such bridge is situated, or the boards of supervisors of two counties in case such bridge is situated on the dividing line between two counties, may by resolution petition this commission for the acqusition of such bridge by the State. The law further provides that in case such petition is made, this commission shall investigate and determine whether it is for the best interests of the State that such bridges shall be acquired. In case it is decided that such acqusition should be made, the commission is authorized to agree with the owners upon the value thereof, or in case such agreement cannot be reached, then the whole matter should be referred to the Attorney-General in order than condemnation proceedings for such acquisition may be instituted.

The boards of supervisors of the counties of Rensselaer and Albany duly filed the necessary petitions for the acquisition by the State of the bridge known as the Congress street bridge in Troy, extending over the Hudson river and connecting the city of Troy with the city of Watervliet, and for what is known as the Greenbush bridge, extending over the Hudson river and connecting the city of Albany with the city of Rensselaer. These are both toll bridges, and their use by the public is increasing rapidly year by year. The collection of tolls not only imposes what is rapidly becoming a serious burden upon the traveling public, but also restricts the use of the bridges very materially by reason of vexatious delays caused by the collection of the tolls.

For the purpose of aiding in determining whether public interest demanded the acquisition of these bridges, a public hearing was held after due notice, which was very largely attended. The unanimous sentiment as expressed at that hearing was in favor of the acquisition of the bridges. After further investigation, and upon full deliberation, this commission determined that it was for the best interests of the State that these bridges should be acquired, and an official order was duly entered to that effect. The question of the compensation to be paid is now under consideration, and it is expected that during the present session of the Legislature a determination will be had in the matter.

Convict Labor

Convict labor from the State prisons may under the present laws be used by this department for the mgintenance of improved State and county highways, or may be employed in the improvement of town highways. An appropriation has been made by the Legislature for two years last past for the purpose of defraying the State's share of the cost of maintenance of such convicts, and during 1917 the use of convict labor, particularly for the improvement of town highways, has been carried on. Because of the decrease in the total number of convicts, the number that could be spared for highway work was lessened, but the maximum number obtainable under the conditions existing was procured, and eight very useful projects were pursued during 1917. It is the opinion of this department that under the present rules and provisions for the employment of such labor, very beneficial results have been obtained, and it is the intention of the department, working in conjunction with the superintendent of State prisons, to use for such purpose all the convict labor obtainable during the year 1918.

Motor Truck Traffic

In previous reports I have drawn attention to the inadequate laws in regard to heavy vehicular loads upon our highways. During the past few years the use of the motor truck for the transportation of goods, wares and merchandise has rapidly increased, as well as the number, size and capacity of such trucks. This increase both in extent and form of traffic leads me to again urgently recommend legislation required for the protection of the vast sum of money which New York State has already invested in its improved highways. Not only should there be a limitation as to the maximum weight of truck and load, no matter how distributed, but due provision should also be made that all loads should be scientifically distributed. Unless such limitation and regulation is soon adopted by this State, the whole improved road system will be imperiled.

The Secretary of State reports that for the year 1917, there were licensed in the State of New York approximately 340,000 pleasure or passenger motor cars, and 56,000 commercial motor vehicles.

The following statement shows the number of motor vehicles of each size licensed and in use during the year.

COMMERCIAL VEHICLES REGISTERED WITH THE SECRETARY OF STATE EOR THE YEAR 1917

SUBOFFICE	Total	2 ton	3 ton	4 ton	5 ton	6 ton	7 ton	8 ton	9 ton	10 ton	11 ton	12 ton	13 ton	14 ton	Over 14 ton	Exempt
New York	32,351	15,317	3,963	2,707	2,102	1,610	1,004	1,104	683	1,261	953	455	116	79	85	422
Buffalo	13,601	9,318	1,780	822	610	245	158	162	68	171	67	6	1	1	2	190
Albany	10,203	7,229	1,101	586	471	243	122	130	47	93	19	4	2	4	.....	152
Total	56,165	32,364	6,844	4,115	3,183	2,098	1,284	1,396	798	1,525	1,039	465	119	84	87	764

An analysis of the foregoing tabulation shows that 83% of the motor trucks licensed were of five tons or less capacity, which is the equivalent of ten tons loaded. Of the approximately 9,000 trucks having a capacity of over five tons, nearly 8,000 were licensed in the City of New York, leaving about 1,500 which were licensed in Buffalo and Albany.

The use of the very large trucks is mainly confined to first-class cities. They cannot be economically used in smaller communities, nor are the bridges of sufficient strength to carry them.

Except in the critical period of the year when the frost is leaving the ground, no undue damage results to the system of improved highways from the ordinary touring car, nor from the use of motor trucks carrying a load of not to exceed five tons. Our improved roads are now maintained in such a manner that they can sustain such traffic.

State Police

The commission is very glad to express its appreciation of the services which have been rendered during the past year by the New York State troopers. Frequently it has found occasion to call upon them for assistance which has been quickly and efficiently rendered. In particular they have been useful in assisting in the regulation of traffic upon the highways and the prevention of abuses. The department expects that during the coming season an arrangement will be made with the superintendent of State police by which patrolmen and other highway employees regularly engaged in the repair and maintenance of the improved State and county highways of the State will render assistance to the troopers in such a way as to materially improve traffic conditions on all the improved roads of the State.

Reduction of Force

The department has been organized for several years past in such a way as to be able annually to construct a very large amount of improved highways on the one hand, and carry on the necessary maintenance for the increasing mileage of improved roads on the other. A very serious situation naturally has confronted it during the past year in particular, because of the shortage of labor and the difficulty of obtaining materials and the transportation thereof.

It is the usual practice to reduce the force at the close of the season's work each year. Not only was this done, and to a greater extent than ever before at the close of the work of 1917, but a very heavy reduction was also necessarily made about the middle of the

year to conform to existing conditions. Every effort was made to reduce the expense of the department to the lowest possible point with due regard to the maintenance of an efficient, permanent organization, which the best interests of the State requires. Such an organization has been retained, and the necessary construction work, and also maintenance and repair for the season of 1918 can properly be conducted, and the work proposed and planned can be carried out unless conditions more grave than those that have confronted us during the past year should present themselves as the result of the war.

It is pleasing to state that during the past year the employees of this department have freely volunteered for the federal service, and at the present time 175 of the employees of the department are absent engaged in the military and naval service of the United States.

Respectfully submitted,

EDWIN DUFFEY,

Commissioner.

REPORT OF FIRST DEPUTY

Department of Construction

Albany, N. Y., *January* 1, 1918

Hon. Edwin Duffy, *Commissioner of Highways:*

Sir.— The measure of work done by your construction department during the year 1917 is 410.02 miles of road actually completed and accepted. I present herewith the work of 1917 in comparison with that of 1916.

	1916	1917
Actually completed and accepted during the year	509.94	410.02
New contracts let during year	630.17	91.96
There were officially under contract December 31st	1428.77	1110.70
Physcially completed, but not accepted, estimated, December 31st	530.00	509.26

You will note that I have made some changes from my previous report in the mileages for 1916. These are due to a difference in the method of reporting the work, and have been made so that the figures will correspond with others kept in the Department.

The amount of work placed under contract, 91.96 miles, is insignificant in comparison with our previous records. More work than this was advertised but bidders were deterred by general conditions, which intensified obstacles that had already

seemed insurmountable; scarcity of labor, lack of supplies, difficulties of transportation, constantly increasing cost of materials and workmen, the inefficiency of such labor as could be obtained and the uncertainty of where the market would go next. Many contractors were unable to get bonds, because some of the surety companies issued a blanket refusal. The year has shown many failures for which contracts have had to be cancelled.

After a number of futile advertisements from which we received no bids, it was decided that there was enough work under contract to utilize all the labor that would be available and all the materials that could be procured. The Department also had a large amount of repair work that was more necessary than construction, so it was decided that lettings should stop.

The amount of work for the coming year will probably be decreased below the amount done last year on account of the inability on the part of the contractors to get Bituminous Material as well as the inability on the part of many of the commercial quarries to furnish stone. Many of these quarries have been shut down entirely.

The increasing number of cancelled contracts, the inability of some contractors to complete work and the dilatory tactics of others have resulted in many roads being torn up and left impassable. Numbers of them were in such shape last year as to cause serious inconvenience and loss to the public. On the most important of these roads, such as a thru route connection, we organized contractual forces and did the work ourselves. Sixteen contracts were taken care of in this way which at contract prices represents $1,140,493.57. Of the amount of work thus taken over, we did work representing $440,074, completing six contracts while two are in such shape that they will be completed before July 1, 1918.

In many cases where work was not cancelled it has been necessary to do a large amount of temporary work to keep the roads in passable condition for use by the public. This has been done by our forces whenever it was impossible to get the contractor to move ahead.

As a matter of interest I append two tables, one showing average cost of 16–26 foot highways and the other showing a comparative cost of items compiled from bid prices:

TABLE SHOWING AVERAGE COSTS OF 16–26 FOOT HIGHWAY

(Exclusive of engineering and advertising)

YEAR	W. B.	Bit. Mac.	F. Conc.	Brick
1914	11,050	13,400	13,500	25,300
1915	10,000	11,000	13,400	24,200
1916	11,600	13,700	15,000	27,750
1917	12,100	14,650	18,150	29,800
Per cent decrease 1915/1914	9.5	17.9	0.7	4.4
Per cent increase 1916/1914	5.0	2.2	11.1	9.7
Per cent increase 1916/1915	16.0	24.5	11.9	14.7
Per cent increase 1917/1914	9.5	9.3	34.4	17.8
Per cent increase 1917/1915	21.0	33.2	35.5	23.1
Per cent increase 1917/1916	4.3	0.7	21.0	7.3

TABLE SHOWING AVERAGE COST OF ITEMS

(Compiled from bid prices)

YEAR	Exc.	6″ Vit. Drain	C. I. Pipe	S. Con.	Reinf.	Bot. Stone	Conc. Found.	F. Con. Pavt.	Brick Pavt.	Bit. Mat. "T"
1915	0.45	0.20	33.00	7.70	0.07	3.00	5.00	6.42	1.40	0.120
1916	0.52	0.21	39.00	8.08	0.07	3.33	5.45	6.99	1.55	0.123
1917	0.63	0.27	49.00	9.06	0.09	3.75	6.68	9.21	1.76	0.129
Per cent. increase, 1916/1915	15	5	18	5	0	11	9	9	11	2
Per cent. increase, 1917/1916	21	28	25	12	28	13	20	32	13	5
Per cent. increase, 1917/1915	40	35	50	17	28	25	33	43	26	8

While these tables show the average increases in cost there are many particular increases on a much higher scale. There appears an unfortunate tendency because we are at war to try to get two dollars for every dollar's worth of goods. In some sections the commercial quarry companies have ceased operating entirely and will not quote. In other cases they continue to operate and charge exorbitant prices for their product.

With the heavy amount of construction going on for governmental and war purposes, it is probable that the United States government will commandeer a large part of the commercial material that is to be had in different sections of this State, especially that near the seaboard and the Great Lakes. Such rumors are current, and, if true, the amount of work on those contracts that require imported material for their completion will be still further limited.

However, in the face of all these and of all the deterrent conditions that complicate our problem, it is more necessary than ever that we make every effort to give the public improved roads. The motor truck is the assured means of short-haul traffic today. It is giving great assistance in relieving the railroads during the stress of car shortage and terminal congestion. In many sections of the country where there are improved roads the motor truck has enabled the farmer to dispose of his crops advantageously, while his neighbor off a few miles on an unimproved road has his foodstuffs rotting on his hands. The congestion of the past year may be surpassed by that of next Fall and Winter. Therefore it would seem that we are only doing our full duty in building as much mileage as possible.

Of the 1110.70 miles of work under contract, about 509.26 miles have been physically completed but not accepted. This would leave 601.44 actual miles to complete. Of this amount we estimate that we should be able to do 300 miles or 50 per cent this year. This estimate may seem rather low but of the 183 contracts outstanding, 66 of them require imported material and in some cases this will be impossible to get. The total amount of imported material necessary to finish these 183 contracts is slightly in excess of 470,000 tons and we have estimated that in doing 300 miles of work it will be necessary for our contractors to have 235,000 tons. Of the 601.44 miles still to be completed

we find that there are about 301.44 miles torn up and about 300 miles on which no work has been started. The number of contracts on which no start at all has been made is 21 and the total mileage is 98.49.

This Department has made every effort during the past year to expedite work, maintaining thru our freight rate Bureau a scheme of accelerating shipments by getting information, telegraphic or otherwise, as to date, amount and manner of shipment and then following the same thru the different junction points until the material was delivered. But for this, I fear we would have fallen many miles short of what we did accomplish.

HEAD OFFICE FORCE

It may be interesting to know exactly what kind of work our head office force has been engaged in during the past year. The actual money expended has been subdivided into the different classes of work to which it was chargeable on the basis of the percentage of the whole actually spent for each item:

	Per cent
Checking of final estimates	23.12
Maps	13.53
Plans	13.40
Miscellaneous	25.22
Lettings	9.76
Repair work	7.46
Bulletin	3.98
Federal aid	3.53

The most important of this work is probably checking of final estimates. That includes the checking not only of these but of all our agreements, in respect to mathematical correctness, to the reasonableness of prices and to the relation of the work to the tenets of the Highway Law. It also includes reviewing and checking the final record plans. The work has proven its value if only because it has saved enough in actual cash to pay for the time spent upon it. Even if it had been a dead expense against the contract work, it would have been justified thru proving that the work was exactly right and enabling us to go into court when

necessary and obtain judgment on the accuracy of our presentation.

The other work, that of maps and plans, includes the keeping up of 17 sets of maps, and the drawing of plans for our departments. The work on the plans includes a review of work contemplated, the idea being always to get the most economical and best suited design for each individual piece of work.

As we contemplated almost no new work this year and as we were already somewhat ahead in the preparation of maps and plans for our construction work, we have done comparatively little during the past season in that direction. An entire set of folder maps and a new number of record maps have been prepared to replace those worn out. There have also been made a number of copies of the new Federal Aid map. There were 290 U. S. G. S. sheets and 21 miscellaneous mounted on muslin as folders with flat border.

"Miscellaneous" includes computations, comparisons, investigations of work done for the Commissioner, Secretary and other officials of the Department, as well as some cost data, a small amount of field work, checking of titles, construction data, bridge work, traffic data and present work.

Preparation of Maps

The public is fast being educated to the use of maps. Our experience in the last two years is illuminating. The supply of maps that we furnished the first year was taken slowly. Last year we revised this map, including all completed work, as well as work of permanent improvement done by towns and counties. At the present writing this edition has been practically exhausted. As the public has learned of this new feature of our work, they have been very eager to inform themselves thru it about the location and state of road improvement. It is our intention this year to revise this map further for a new edition. It is of especial value in these times of war stress when transportation of all kinds is being diverted to the highways, because it shows at a glance the improved connected routes that can be utilized for thru traffic.

PLANS AND ESTIMATES

Copies of estimates and lists of shipping points have been prepared and posted for the convenience of contractors. This method certainly accrues to the benefit of the State because by giving the contractor the fullest information about the price of material and its source and the freight rates, it enables him to make his bid with accuracy rather than at a hazard. Aware of this, he is likely to bid lower. We know of several important cases where he has done so.

There have been prepared and advertised during the year 128 contracts for construction of 410 miles of road, as well as 158 contracts for the maintenance of 1,028 miles of road.

There have been made out the following:

6,300 itemized proposals for construction contracts;

7,000 proposals for maintenance contracts.

There have been examined and approved 104 special agreements and authorizations for extra work and there have been 103 highways inspected and finally accepted during the year.

A new filing system for catalogs has been installed. This will be of great convenience in keeping up to date our prices of machinery and of materials for construction. The data will be corrected at frequent intervals with quotations from manufacturers so that the information will always be up to date.

Surveys have been made with the necessary plans to insure our having enough work ready to take up our Federal Aid allotment for the coming year. The roads taken for first consideration have been those suggested by you as being the most important links in the completion of our State and County system. We have tried to design these roads with the most economic type of pavement that will give good service under the increased traffic density of the present day. It is certain that with the increase in motor traffic we must thicken the crust of our pavements in order that we may be free from excessive maintenance and reconstruction charges. This increase in depth of crust will of course increase the cost of future work, but it will be justified by the longer life and greater resistance to wear that these pavements will have.

We have made some special studies of the life of the different types of semi-durable pavement by which we have discovered

average conditions respecting it. Our provision for new work has been on the basis of future as well as of present requirements of traffic, with special emphasis upon conditions of climate and of soil.

A survey of the breakups established a year ago was again made last year and showed that these breakups if laid end to end would make 48 miles of 16 foot pavement. This is a decided improvement over the figures of 1916, which showed 82 miles of disintegrated pavement. However, it is almost certain that the breakups of the coming year will far exceed anything we have yet suffered, both because of the increased heavy truck traffic on our highways and also because of the deep penetration of frost during this excessively hard winter.

Routine Work

The routine work of the Department is like the wheels of the clock — it is what makes things go. The thousand and one things necessary to its success are often little thot of in contemplation of the finished product, but in order that they may not be entirely ignored I want to give you a few figures about some minor details of our work. There have been made during the course of the year the following:

31,689 blue prints.

4,643 white prints.

of which 4,178 were on cloth;

335 sets of highway plans on cloth (these average 12 sheets per set);

609 sets of highway plans on paper, averaging 13 sheets to the set;

5,385–500 foot scale prints.

3,000 cross section prints.

2,700 right of way prints.

5,500 maintenance and repair prints.

6,500 miscellaneous prints which include forms, standard structures, estimates, New York State maps, etc.

A total of 149,504 square feet of paper and cloth was used for this purpose.

In addition to the above there have been handled, checked and recommended for the action of the Commission the following:

Modification resolutions changing the approved county system of highways;

Preliminary resolutions requesting the construction of county highways;

Village resolutions passed by the Board of Trustees requesting a connecting link and providing for a wider and different form of construction;

Preparation of the proper description of each contract and drawing of final resolutions covering the apportionment of cost for all state and county highways;

Drawing of modification, preliminary and village resolutions when requested by the officials of county or village;

Recording and indexing all tracings, maps and data received;

Preparation of county maps showing complete highway system in connection with Federal Aid, as well as figuring the apportionment of cost under the alternate method, section 141-A, for the construction of county highways. Many counties have taken advantage of the new apportionment of payment which provides for 50 per cent by the county and 50 per cent by the State. While this costs the counties more in proportion for each highway built it gives a larger amount of mileage and it has the advantage of making the State money go further.

BUREAU OF CLAIMS

There have been investigated by this Bureau and secured 127 releases for drainage and for temporary roads on private rights of way.

We have acquired the necessary land for right of way and settled all consequential damages in connection with the elimination of the following named grade crossings:

Side line elimination near Delhi, Delaware County, O. & W. R. R. across County Highway 1441;

Springwater crossing, County Highway 1321, under the Erie R. R., Livingston County;

Miller's crossing, County Highway 708 over the O. & W., near Sidney, Otsego County.

GRADE CROSSINGS

During the year the following 7 grade crossing eliminations were completed:

COUNTY	Town	Name of crossing	Highway		Railroad
			Name	No.	
Delaware	Roxbury	Roxbury	Roxbury-Grand Gorge	5459	Ulster and Delaware.
Genesee	Batavia	East Main street	Batavia-Stafford	5145A	New York Central.
Monroe	Webster	Forest Lawn	Sea Breeze-Nine Mile Point	573	Rome, Watertown and Ogdensburg branch, N. Y. C.
Saratoga	Ballston	Dowers	Malta-Ballston Spa	5519	Main line Delaware and Hudson.
Saratoga	Ballston		Malta-Ballston Spa	5519	Schenectady branch, D. and H.
Sullivan	Mamakating	Mamakating	Bloomingburg-Monticello	5510A	New York, Ontario and Western.
Ulster	Saugerties	Cementon	Saugerties	5166	West Shore.
Greene	Catskill		Catskill	5169	

The next table shows grade crossings that have been closed by the near completion of the elimination work. Highway traffic is using the new roadway.

COUNTY	Town	Name of crossing	Highway		Railroad
			Name	No.	
Niagara	Lewiston	Lewiston Heights	Lewiston Heights-Lewiston	5590	Niagara Falls, N. Y. C.
Oneida	Remsen	Remsen	Remsen-Boonville town line	5346	Adirondack and Ogdensburg branches, N. Y. C.
Westchester	New Salem	Croton Falls	Goldens Bridge-Purdy-Croton Falls	5464	Harlem Division, N. Y. C.

During the year one petition was forwarded to the Public Service Commission for a grade crossing improvement. It was for a relocation of the existing dangerous grade crossing of County Highway 1509 and the B. R. & P. R. R. in the town of Great Valley, Cattaraugus County. This petition was granted August 14, 1917.

On account of the high cost of material and the scarcity of labor many contracts were slow and were not completed.

This condition is shown by Table 1.

While some information has been gathered in regard to prospective grade eliminations nothing definite has been done in the way of procedure. The cases which are still active are noted in the following table·

COUNTY	Town	Name of crossing	Highway		Railroad
			Name	No.	
Broome	Kirkwood	Kirkwood	Kirkwood river	834	Erie.
Chautauqua	Ripley	Forsyth	Route 18	....	Lake Shore and Michigan Southern and Nickel Plate.
Chenango	Afton	Afton village	Afton-Coventry	1171	Delaware and Hudson.
Chenango	Afton	Nineveh	Nineveh-Afton	5200	Delaware and Hudson.
Cortland	Cortlandville	Homer	Cortland-Homer	208	Delaware, Lackawanna and Western.
Cortland	Cuyler	Cuyler	Truxton-DeRuyter	5292	Lehigh Valley.
Delaware	Tompkins	Rock Rift	Petition 3395	....	New York, Ontario and Western.
Delaware	Roxbury	.....	Grand Gorge-Stamford	5343	Ulster and Delaware.
Erie	Sardinia	Protection	Holland-Yorkshire	5622	Pennsylvania.
Genesee	Bergen	.....	Petition 1730	....	New York Central main line.
Jefferson	Leray	Kenney	One mile south of Evans Mills, Route 30	....	Watertown and Ogd'burg Division, N. Y. C.
Monroe	Brighton	Penfield	Rochester-Penfield	166	New York Central main line.
Niagara	Niagara	Main st., Military rd.	Village La Salle, Route 18	....	New York Central, Erie, Pennsylvania, Delaware, Lackawanna and Western, International Electric Railway.
Otsego	Worcester	East Worcester	Schenevus-Schoharie county line	5247A	Delaware and Hudson.
Otsego	Oneonta	Poney Farm	Shady Side-Otsego	317	Delaware and Hudson.
Otsego	Richfield	.....	Richfield Springs-Winfield	1409	Delaware, Lackawanna and Western.
Rensselaer	Pittston	.....	Johnsville-Buskirk, Petition 3231	....	Boston and Maine.
Schenectady	Rotterdam	.....	Schenectady-Duanesburg	880	West Shore.
Schenectady	Rotterdam	Rotterdam Junction	Schenectady-Pattersonville	640-641	Boston and Maine.
Schoharie	Cobleskill	West Main street	Cobleskill-West Richmondville	*5458	Delaware and Hudson.
Schuyler	Cayuta	.....	Cayuta-Newfield	5474A	Lehigh Valley.
Suffolk	Brookhaven	Near Eastport	South Country Road, Petition 2143	....	Long Island.
Ulster	Esopus	West Park	Old Post, part 4	5508	West Shore.
Wayne	Arcadia	One and three-tenths miles east of Newark station	Route 20	....	New York Central main line.
Wayne	Arcadia	Three miles east of Newark station	Route 20	....	New York Central main line, West Shore.

* North end.

Since the organization in 1909 of the Highway Department 42 grade crossings have been eliminated and one bridge reconstructed.

Bureau of Statistics

The first aim in this work has been to secure a greater degree of accuracy for the official bulletin. To accomplish this the Division Engineers were asked for suggestions and criticisms. Their interest is evidenced by the thousand separate criticisms received from the division offices. Employes evidently used the bulletin and want to help perfect it. These criticisms have been studied and the errors revealed by them traced in order to secure accurate information. The actual length of many of our highways has been a mooted question for there have been different records in the division offices and in the main office, but at the close of this year we intend to have this information correct.

A blank form has been sent to the division offices for a copy of their records covering the position of corporate lines with respect to center lines of the various highways. We have checked all those which showed any variations from the information in this office, and while doing so we have used the following card which gives us much valuable information with regard to the details of city and village improvements made under our direction.

Details of City and Village improvements made under direction of New York State Highway Department

.....City } Town of..... .....mi. .....County
.....Village } " .... "
Hwy. No..... } " .... "

ORIGINAL CONSTRUCTION

Station to Station	Actual C. L. length	Actual paved width	Actual Sq. Yards	Type	Costs		Total in Corp.	State in Corp.
					Pav't P. S. Y.	Curb P. L. F. Hy.		
Included 191								
Included 191								

REMARKS:

Year	Taxable sq. yds.

The frequent requests for information that we have had from state and municipal officials, from other Highway Departments, and from the government at Washington, indicates that our work is progressing along such lines as to make it valuable not only to ourselves but also as a source of general information.

Altho we have collected a large amount of valuable data, still, the giving of information often entails considerable work. We are frequently asked for details concerning cost of maintenance and repairs and of reconstruction of highways already built, for which we have had sometimes to make estimates in order to answer at all. This has necessitated searching thru a large number of records to get a complete physical history of the road. To facilitate this work and save energy in the future, we are working out a scheme for the recording of such physical and financial data about our roads as will permit us to get a complete history of the status of any portion of a highway at any time.

Our regular records of the contracts have been kept up. We have prepared our usual bulletin which has already been issued. There has never been any adequate system for the collating of photographs and illustrative details of our work so a file has been started which will index photographs and other matter as fast as it is available. These pictures which may become very valuable can now be properly protected.

For a long time the Department has been without stereopticon slides that would adequately depict the class and character of work that is being carried on. In response to frequent requests for lectures we have endeavored to have slides made of the most interesting features of our work.

Freight Rate Bureau

Our freight rate bureau was established at the time of peak load to facilitate shipments and to secure reductions in freight rate. It has benefited us far beyond our original expectations. Its proven value in expediting our work under war time conditions affords only a slight gauge of its possibilities when normal work shall have been resumed.

We may divide the general activities of the bureau into a saving in time, and a saving in money.

Saving in time — Upon the ability of this Department to facilitate our getting cars has depended the amount and rapidity of our construction work. The bureau has helped contractors by providing cars for shipments of materials so as to enable him to keep his force working continuously. This has expedited the work under contract, and has in turn helped the public by having roads ready for use earlier than would otherwise have been possible.

Saving in money — First, by securing a reduction in rates. In Table 1 are those agreed to by the carriers in 1917. These reductions cover 200 individuals rates and make a total of $24.51 in individual reductions. Second, by a saving in the estimated amounts as shown in our estimates for new work. Table 2 gives some examples that were used in Division offices which show differences to a total of $1,401.75 effected by this manner of checking estimates. Third, by a saving in freight charges made possible thru securing material at the same price from a different source of supply than that estimated for in the Division offices. An application of this in Table 3 shows a total reduction of $1,886.00. Fourth, by a saving of cost in material by securing it from a different source than used in the original estimate. Table 4 gives an application of this and shows what would be a saving of $1,553.85.

TABLE 1 — REDUCTIONS IN FREIGHT RATES AGREED TO BY RAILROADS

COMMODITY	From	To	Former rate	Reduced rate	Amount of reduction	Authority
Sand and gravel	Machias	Crystal Lake Junction	.94	.40	.54	F. W. Bale, letter, Feb. 12.
		Freedom	1.06	.40	.66	
Sand	Nichols	Reading Center	1.68	.84	.84	A. S. Learoyd, letter, April 18.
		Barnes	1.68	.84	.84	
Stone	*Auburn	Alton	.95	.84	.11	D. E. Gelatt, letter, Aug. 10.
		North Rose	.95	.84	.11	
Sand	Boonville	Cedarville	2.90	1.05	1.85	D. E. Gelatt, letter, Sept. 12.
Stone	Cobleskill	New Berlin Junction	1.00	.90	.10	
Stone	†Skaneateles Junction	Skaneateles	.70	.60	.10	Interview, Oct. 24, S. A. Kane.
					5.15	

Grand total 5.15+3.59+15.77=24.51

* The principles upon which this reduced rate was based necessitated a recheck of the rates from both LeRoy and Auburn to all points on the Ontario and St Lawrence divisions, resulting in reduced rates to 41 points from LeRoy amounting to about $3.59 per ton, and to 150 points from Auburn amounting to about $15.77 per ton.

† On basis of average shipments account maintenance for past seven years of 2,500 tons this will mean a saving of $250 yearly.

TABLE 2 — SAVING ON FREIGHT, 1917

ROAD	Road No.	County	Material	Quantity ton	Engineer's rate	Tariff rate	From	To	Saving
Ballston Lake–Crescent	5639	Saratoga	Stone	3,000	$ 54	$ 47	Schoharie	Ballston	$210 00
Holland–Yorkshire, Part 2	Route 17	Erie	Cement	†12,000	40	37	L. V.	Holland	360 00
Ossining–Croton Dam–Peekskill	Route 2, Sec. 10	Westchester	Cement	†1,375	20	17	Hudson	Croton	41 25
Tuckahoe–White Plains, Part 2	5606	Westchester	Sand	3,050	58	55	Pt. Morris	Hartsdale, Scarsdale	91 50
*Central Valley–Turners	115	Orange	Sand	1,500	63	58	Otisville	Harriman	75 00
Caledonia–Mt. Morris, Pt. 2	Route 15 Sec.10–11	Livingston	Stone	11,700	63	59	No. LeRoy	Greigsville	468 00
Minoa–Manlius Center	1073A	Onondaga	Sand	2,600	36	30	Boonville	Minoa	156 00
Total									$1,401 75

* Result of a reduction in rate as reported in 1916. † Barrels.

TABLE 3 — SAVING ON FREIGHT BY SECURING FROM A DIFFERENT SOURCE AT SAME PRICE FOR MATERIAL, 1917

	Road No.	County	Material	Quantity	Engineer's source	Rate	New source	Rate	Saving
Hartsville–Canisteo	1103	Steuben	Stone	3,000	No. LeRoy.	.89 ton	Buffalo	$0.79	$300 00
*Arcade–Farmersville, Pt. 2	1479	Cattaraugus	Stone	6,100 yds	No. LeRoy.	.69 yd	Machias	43	1,586 00
Total									$1,886 00

* Made possible by reduced freight rate secured.

TABLE 4 — SAVING ON COST BY SECURING FROM A DIFFERENT SOURCE, 1917

ROAD	Petition	County	Material	Quantity	†Engineer's price	‡New price	Source	Saving
Leon–Wesley, Pt. 1	3675	Cattaraugus	Stone	4,160 Y	$0 96	$0 90	Buffalo Crushed Stone Co.†	
							Buffalo Cement Co.‡	$249 60
Ossining–Croton Dam	Route 2, Sec. 10	Westchester	Cement	1,375	1 60	1 45	Knick. C. Co., Hudson.‡	206 25
							Unknown.†	
*Arcade	1,479	Cattaraugus	Stone	6,100	75	57	North LeRoy.†	
							Machias‡	1,098 00
Total								$1,553 85

* Made possible by reduced freight rate secured.
† Engineer's source.
‡ New source.

This bureau has also been active in following any attempt to increase rates. One case, that known as Public Service Commission I. & S. Docket No. 2, was a dispute between two railroads as to which was responsible for furnishing cars to a commerical quarry. Because they were destined to points on one of the carriers, the other carrier cancelled the thru joint rates and attempted to substitute a combination of a switching charge to the junction of the former road so that the local rates from that junction to the destination would apply. This would have resulted in an increase in rate to a number of points. The outcome of a conference before the Public Service Commission, at which our Department was represented, was the withdrawing of the tariffis carrying the proposed increase in rates.

Our work has been materially hampered by insufficient car supply and embargoes against certain classes of material. Taking up this situation with the carrier has come to be a matter of daily routine. In most cases the railroads have granted the necessary relief but in a few cases we have had to appeal to the Car Service Commission in Washington; in one case we were forced to go before the Interstate Commerce Commission, and in another it was necessary to institute formal proceedings before the Public Service Commission. This required a large amount of detailed work, but our roads have been expedited enough to repay it amply.

The congestion of the railroads and the slow movement of freight has made it frequently necessary to trace cars in order to accelerate their movement.

Our records of this bureau are being made more complete from time to time and a card index of cost of sand and stone delivered at any given point has been kept to date. This has entailed a large amount of additional work during the past year as practically all quarry prices have changed and many freight rates have changed during the past year.

BUREAU OF TESTS

There are three separate divisions of this bureau, so I will divide the report into the work done by the bureau proper, into that done by the physical testing division, and into that done by the chemical testing division.

There were 4045 complete tests made during the year 1917, and they were as follows:

Stone	668
Sand and gravel	409
Cement	761
Brick	51
Asphalt, oils, etc.	1,443
Concrete cubes	713

The total amount of work done by this bureau since its origin is given in the appended table.

MATERIAL	YEAR									Total
	1909	1910	1911	1912	1913	1914	1915	1916	1917	
Stone	330	546	317	434	430	909	947	551	668	5,132
Gravel and sand	2	20	36	44	150	956	973	734	405	3,324
Cement	163	297	225	442	597	1,238	867	498	761	5,089
Brick	2	49	64	128	151	416	269	71	51	1,201
Asphalt, etc	721	884	710	1,133	1,387	1,330	1,748	1,432	1,443	10,788
Con. cubes	0	0	0	0	0	1,506	1,444	851	713	4,514
Total	1,218	1,796	1,352	2,182	2,715	6,355	6,248	4,137	4,045	30,048

During the year 12,278,310 gallons of Bituminous Material was inspected, sampled and passed. This is slightly in excess of the amount handled during the year 1916.

The 761 samples of cement tested represented 508,282 barrels, slightly more than that of 1916 when the amount was 498 samples or 455, 627 barrels. You will note that the increase in the amount of cement tested is 53 per cent while the number of barrels used only increased 11½ per cent. This extra work was made necessary by a new scheme of taking care of our cement testing devised because of freight car shortage. In normal years the cement companies were required to furnish bin storage for all cement to be used. We realized that under the car shortage it would be a great hardship on both the contractor and the company shipping if this requirement was rigidly adhered to as it would probably result in a dearth of cars when bin storage

cement was available and a surplus just when bins were being restocked. In order to take full advantage of the car situation and to be able to ship at any minute when cars were available, we had our men sample the cars as they were loaded so that the test could be coming thru while the cement was in transit. Normally one test would represent 1,000 barrels of cement but due to the new method of testing the average number of barrels per test was reduced to 670, thus accounting for the increased number of tests noted.

The greatest number of employes in the bureau at one time was 31, while the minimum was 19. The total expenditures for the bureau in both salaries and expenses are considerably less than last year. It might have been possible to do this work even more economically but for the fact that it was necessary to take higher priced men as it was impossible to get men of the grade of pay usually employed for this work. Our inspectors took care of Bituminous Material shipments from refineriers in the State of New York, Ohio, Maryland, Pennsylvania and New Jersey.

The number of gallons of different kinds of material furnished during the season of 1917 is as follows:

CHEMICAL REPORT

Asphalts:	Samples		Gallons	
Type No. 1	1		5,100	
Type No. 2	19		303,492	
Penetration	407		6,071,194	
Hot application oil	24		756,811	
Cold application oil	61		502,192	
Emulsions	93		899,959	
		605		8,538,748
Tars:				
High carbon binder	213		801,087	
High carbon hot application	15		99,273	
High carbon cold application	285		2,462,056	
High carbon cold patch	45		279,521	
Low carbon cold patch	8		97,625	
		566		3,739,562
Total (bitumens)		1,171		12,278,310
Asphalt concrete	95			
Asphalt block	4			
		99		

It will be interesting to note that 50 per cent. of the total amount of Bituminous Material used during the year was

Bituminous Material "A". The amount of cold application used for surface treatment represents 24 per cent. of the total amount. Of this grand total 26 per cent. was used in construction and 70 per cent. by the Bureau of Maintenance and Repair. Cement was used from 7 mills in New York State; 2 mills in New Jersey, and 12 mills in Pennsylvania. 78.9 per cent. of the total amount of cement shipped was tested in bins and accepted prior to shipment. 17.9 per cent. was sampled when placed on cars pending test and 3.2 per cent. was sampled at the roadside. 263,883 barrels or 65.7 per cent. of the total was used in construction while 118,998 barrels or 29.6 per cent. was used in repair contracts. The rest was for miscellaneous purposes. Of this total 56.2 per cent was manufactured in New York mills; 29.7 per cent. in Pennsylvania mills and 14.1 per cent. in New Jersey. This is the first year in which the amount shipped from New York State mills was the majority of all the cement used.

Physical Testing Division

There has been some decrease in the number of stone, gravel and sand tests during the past year because most products used were obtained from commercial quarries of whose tests we have a complete record. The only additional tests required each year are those of checking up the new workings to see that the material runs equal and is all of quality uniform with that represented by the test. Formerly, sand and gravel check samples for material on the work were sent to the laboratory for tests, but as this occasioned unnecessary delay we have been resorting to the field test for gradation and loam content by the engineer on the work, which has cut down the amount of testing necessary in the laboratory and has insured even better results.

It might be interesting to note that of the cement tested during the last four years, the following percentages failed to meet specifications:

	Per cent.
1914	11.5
1915	8.63
1916	1.40
1917	15.00

The failures in 1917 were attributable to the following:

	Per cent.
Fineness	70
Long set	19
Soundness	6
Tensile strength	5

You will note there was an improvement from 1914 through 1916. 1.40 per cent. of failures was almost the ideal. In 1917 the amount failing to meet specifications was increased to 15 per cent., but 70 per cent. of these failures was due to the fineness requirement. New specifications were adopted in January 1917, one of the main changes of which was an increase of 3 per cent. in the amount of cement required to pass the 200 mesh sieve. This requirement for finer grinding in many cases necessitated new equipment and in a certain sense has limited the output of all mills, consequently increasing the cost of production. Naturally, in the speeding up process, there was an increase in the coarseness of the product. Whether this change in specifications is commensurate in value with the increased cost of production I would not wish to say at this time.

CONCRETE CUBES

I have had prepared a tabulation showing the average 28 day compression on 6-inch cubes cast in field during 1917. They are as follows:

MIX	Kind of coarse aggregate	Compression lbs. per sq. in.	Number of cubes
1-1½-3	Stone	3,860	307
1-1½-3	Gravel	2,890	156
1-2½-5	Stone	1,710	45
1-2½-5	Gravel	1,560	32
1-2½-5	Slag	1,700	24
1-2 -4	Stone and gravel	2,260	14
1-3 -6	Stone and gravel	1,350	25

3,000 pounds per square inch is what is required for the 1-1½-3 concrete, and 1,800 pounds per square inch for 1-2½-5 concrete. Of the total number of cubes tested 19.6 per cent. failed to meet these requirements. It is necessary to make an allowance for all cubes cast and cured during cold weather. The reason for the failures has been attributed to the following:

	Per cent.
Coated stone and gravel	44
Sand too fine or containing too much silt	24
Poor manipulation in making cubes	10
Poor quality of coarse aggregate or excess of small sizes	9
Large excess of mortar	6
Too wet mix	4
Concrete not well mixed	3

The 1-1½-3 concrete cubes having stone for the coarse aggregate have the highest average compression strength of any year since we have been testing such specimens, and while there were fewer exceptionally high breaks than in other years, the breaks in general were far more uniform. This indicates greater care in the selection of materials proper and in all proportioning aggregates, and more thorough mixing, and is very creditable to the engineers handling this class of work.

The average compression strength of the 1-1½-3 gravel concrete was below that of other years. You will note from the table that 44 per cent. of the failures is due to coated coarse aggregate, while 9 per cent. is due to poor quality and excessive fine material. From the result of this year's work and that of other years I think the experiments warrant the assumption that the gravel concrete is in no way comparable to that of the crushed stone aggregate. Its advantages are that it is easier to manipulate and is therefore favored by the contractor and in many places it is more economical on account of lower cost or more advantageous freight rate. During the past year it has been necessary to use a large amount of the gravel concrete because it has often been difficult or impossible to get crushed stone.

RESEARCH WORK

I mentioned in my 1916 report that we had been running some tests to determine the destructive organic impurities in sand, using tanning liquor as an adulterant. These tests have been completed, including compression breaks at the one year period, and are attached in the following table. The compression break given is of four cubes. Some of the cubes made for different periods disintegrated so badly that they were not in proper shape to test them for compression:

EFFECTS OF ORGANIC MATTER (TANNIC ACID) ON MORTAR

Tanning liquor used containing 3 per cent. tannic acid. Compression on 2-inch cubes. Mix 1–3

CONDITION OF FINE AGGREGATE	Per cent. of tannic acid in sand	STANDARD OTTAWA				PHOENIX SAND			
		7 days	28 days	3 months	1 year	7 days	28 days	3 months	1 year
Natural sand	.....	1,210	3,000	4,095	5,555	1,440	2,745	4,115	5,500
Natural sand. Pure tanning liquor dried on sand. 10% by weight	3/10 of 1%	50	1,070	2,705	3,405	75	1,505	3,500	5,305
Natural sand. Pure tanning liquor used in place of water in making cubes	.....	38	95	3,145	3,870	.....	.....	.....	.....
Natural sand. 50% strength tanning liquor dried on sand. 10% by weight	15/100 of 1%	.....	.....	.....	.....	17	600	1,120	1,300
Natural sand. 25% strength tanning liquor dried on sand. 10% by weight	8/100 of 1%	.....	.....	.....	.....	595	760	2,130	2,240
Natural sand. 12% strength tanning liquor dried on sand. 10% by weight	4/100 of 1%	.....	.....	.....	.....	390	470	.....	4,620
Natural sand. 6% strength tanning liquor dried on sand. 10% by weight	2/100 of 1%	.....	.....	.....	.....	950	2,095	.....	5,290
Natural sand. 10% solution pure tannic dried on sand. 10% by weight	1%	40	88	Cubes badly warped		.....	.....	.....	.....
Natural sand. Pure tanning liquor dried on sand 10% by weight. 10% solution iron sulphate used in place of water	3/10 of 1%	45	710	3,300	4,320	.....	.....	.....	.....
Natural sand. Pure tanning liquor dried on sand. 10% by weight. 2% solution iron sulphate used in making up in place of water	3/10 of 1%	40	235	2,890	3,910	.....	.....	.....	.....

Impact Machine Tests

In order to study the wear test of concrete, a new machine was designed by means of which a concrete cube representing the pavement can be subjected to an impact test of non-slip horse calks. A photographic reproduction of this machine is shown. To date 100 tests have been run on this machine and so far as we can tell the specimens show wear more nearly approaching the actual wear on highway surfacing than that revealed by any other test now in use. At the present time we are developing a system of recording the results of these tests so that we may obtain a coefficient of value that will indicate the comparative worth of different concretes. This test shows that it is comparable to the service test in that it indicates first, that gravel is inferior to stone and that small gravel and stone have a tendency to spall out from the matrix. This condition at a more accelerated rate presents itself under the impact test; second, we have found that certain sands when mixed with special coarse aggregate could be used with a smaller cement content and wear equally as well as some other aggregates which were richer in cement content. We are continuing these tests as rapidly as possible so as to get some reliable data whereon we can establish certain limitations for the most economical proportioning of our concrete mixes.

In my 1916 report, I described the new slotted rattler known as the New York State rattler for the testing of slag and gravels. The following tables show the percentage of loss on the standard cylinder as compared with the loss on the New York State cylinder. The value of this work will be readily appreciated by anyone who has used in construction the different classes of material shown, as the greater degree of loss shown by the New York State cylinder approaches more closely that shown by actual service tests on the roads. These results will be a basis for testing these materials in the future.

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COMPARATIVE ABRASION TEST ON STONE AND GRAVEL IN STANDARD CYLINDER AND NEW YORK STATE CYLINDER

Stone

Classification	Standard cylinder, Per cent. of loss	New York State cylinder, Per cent. of loss
Gneiss	4.8	7.0
Sandstone	4.8	6.8
Sandstone	4.2	11.4
Syenite	5.0	9.2
Sandstone	4.6	15.8
Dolomitic Marble	5.2	13.2
Gneiss	5.8	8.2
Sandstone	4.6	6.6
Gneiss	5.0	8.0
Sandstone	6.0	7.0
Limestone	6.4	11.6
Trap	2.0	4.8
Sandstone	4.0	7.0
Dolomite	5.6	11.2
Sandstone	3.6	10.6
Sandstone	5.4	10.4
Limestone	3.2	9.2
Dolomite	4.4	10.2
Limestone	3.4	5.0

Gravel

County where sampled	Sizes	Standard cylinder, Per cent. of loss	New York State cylinder Per cent. of los
Monroe	2 and 3	2.0	9.2
Allegany	2 and 3	2.8	8.4
	2 and 3	5.6	12.8
	1 and 2	2.6	2.4
Suffolk	2 and 3	2.0	3.0
	1 and 2	1.8	4.2
	2 and 3	3.8	7.8
Niagara	2 and 3		1.8
Schenectady	2 and 3		6.6

Gravel — Concluded

County where sampled	Sizes	Standard cylinder, Per cent. of loss	New York State cylinder, Per cent. of loss
Montgomery	2 and 3		3.0
	2 and 3		10.6
	1 and 2		3.0
	1 and 2		6.8
	1 and 2		8.8
	1 and 2		6.0
	2 and 3		13.4
Cattaraugus	2 and 3		5.0
	2 and 3		8.0
	2 and 3		3.0
Monroe (Scottville)	2 and 3		4.8
Tioga	2 and 3		8.0
	2 and 3		5.2
	2 and 3		23.6
	2 and 3		21.8

NOTE — In all cases where two sized gravel are mixed there is 50 per cent. of each size.

COMPARATIVE ABRASION TESTS ON BLAST FURNACE SLAG AND STONE IN STANDARD CYLINDER AND NEW YORK STATE CYLINDER

	STANDARD CYLINDER		NEW YORK STATE CYLINDER	
	Without charge. Per cent. loss	With charge of six two-inch shots. Per cent. loss	Without charge. Per cent. loss	With charge of six two-inch shots. Per cent. loss
Buffalo crushed limestone containing flint	3.6	4.8	11.0	11.8
Buffalo slag, porous	16.6	18.0	29.8	40.8
Buffalo slag, dense	6.8	7.8	16.8	18.0
Buffalo slag, mixed	16.7	21.0	23.6	33.3
Island slag, sp. gravity 2.92	5.6	6.0	9.0	10.2
Buffalo slag, porous	.....	.....	40.0	.....
Buffalo slag, dense	.....	.....	10.6	.....
Slag mix, 50 per cent. porous; 50 per cent. dense	.....	.....	20.8	.....
National slag	11.0	14.6	26.0	30.2
Roger Brown Iron Co. slag	10.0	8.4	21.2	25.2
Trap rock	2.0	.....	4.8	.....

FIELD WORK

The routine field work has been carried on as usual with the exception that the large amount of data available about all sections of the State has lessened the necessity for so many or so detailed inspections as were formerly made. In locating sources of supply for new work a large number of field surveys have been made. This has not only insured the best material being used for a given piece of work but it has prevented troubles from arising after the construction contract was started.

It has also been necessary in order to insure the use of proper quality of material during construction to have our laboratory men not doing field work check up the materials that are being used on the different contracts. At the time of making these inspections the laboratory men endeavored to train the construction engineers and the success of their work is shown in the improved quality of the final result. Field screens have been furnished for sand testing so that better material in all cases has been procurable for the work. A card has been prepared to accompany the concrete cubes that are sent into the laboratory for test. These are sent to the field engineers with proper instructions and show at a glance the kind and class of materials that are being used for the work. As little is known regarding the actual test of concrete roads, we have made occasional inspections of some finished highways of this type in order to study the wear of different materials under traffic. This wear in service seems to bear out some of the general relations that are shown in the test of wear by our new impact test, but up to the present time the wear on these types of road has been so slight that nothing definite can be determined. During the year the following number of inspections were made:

Preliminary material surveys	49
Investigation of material locations on plans ready for approval	65
Inspection of materials on highways under contract	57
Inspection of commercial sand, gravel and stone plants	27
Inspection of finished highways	14
Total	212

This work has not only benefited us largely in getting better work and reducing the troubles on the different construction contracts but they have been of great economic advantage. While it is impossible to determine the actual reduction in cost effected by the more complete investigation, still on the basis of the difference in cost between the first estimate and the complete estimate after the material survey was made on six highways, the saving amounted to $18,750. The giving of the nearby sources as definite information to contractors certainly resulted in more bids than would have been made on the sources originally investigated but less economically located. With this difference there is also the other advantage that while the costs were reduced the quality and supply were increased.

Chemical Testing Division

The work done by this division is almost exactly the same as that done in the year 1916. Bituminous materials were received from ten different companies, and the brick tested came from nine different plants. Besides the general materials tested as given, the previous number included tests for linseed oil, white lead and mixed paints. Miscellaneous tests included expansion joint materials, creosote oils, tars, asphalts, lubricating oils, roofing materials and cement analyses.

The 51 samples of brick tested represent approximately 4,500,000 brick. Of these 3.4 per cent failed to meet the requirements for our specifications.

Experimental work has been carried on for the purpose of determining the characteristics of an asphalt cut back suitable for patch work in the early spring and late fall when an emulsified asphalt could not be used because of its liability to freeze. A specification covering such a material has been drawn and the material is to be used on repair work during the coming season.

An investigation has been started for the purpose of determining the expansion and contraction of the concrete in concrete roads. Six sets of reference plugs were placed in four different concrete roads last March and exact measurements taken over the spaces marked off by these plugs. Measurements were also taken on May 4, May 31, July 31, October 8 and December 4. There

was an average change in the length of the concrete of about 0.02 per cent., the greatest length being recorded on July 31st and the minimum length on December 4th. In connection with this expansion and contraction in the concrete, it should be noted that the year 1917 was deficient in both precipitation and temperature. The precipitation deficiency amounted to 7.72 inches and the deficiency in temperature amounted to 665° F. Both of these factors have a tendency to decrease the expansion and contraction of concrete. This work is being continued and in our next report will probably be able to draw from it more definite conclusions than we can now.

In conclusion, then, we might say that we have taken advantage of the unavoidable decrease in actual construction work to improve the mechanism by which the Department runs, and to increase our knowledge of road building as an exact science. Then, when normal conditions are resumed, we shall be in a better position to give the people of New York State more roads, and finer roads, quickly, at lower cost. That, we hope, will compensate them for their patient waiting through this time of many difficulties.

Respectfully submitted,

H. ELTINGE BREED,

First Deputy Commissioner.

REPORT OF THE SECOND DEPUTY COMMISSIONER IN CHARGE OF MAINTENANCE AND REPAIRS

STATE OF NEW YORK — DEPARTMENT OF HIGHWAYS

ALBANY, N. Y., *January* 1, 1918.

Hon. EDWIN DUFFEY, *Commissioner of Highways*:

Sir.— I have the honor to submit herein my report of the bureau of maintenance, repair and reconstruction, of the improved State and county highways for the working season of the year 1917.

On April 1, 1917, there were 6,400 miles of improved and accepted State and county highways outside the corporate limits of cities, which were maintained, repaired and in some instances reconstructed during the season of 1917. During the working season from April 1st to December 1st, there were completed and accepted 239 miles of improved highways which were placed under maintenance as soon as officially accepted, all as authorized by section 170 of the Highway Law.

The legislative act appropriating State funds for maintenance and repair of State and county highways provided that approximately 50 per cent of the funds appropriated should be expended for the reconstruction, resurfacing and surface treatment of the pavements by contract, which contracts, under the provisions of the Highway Law can only be awarded as the result of a public letting after due advertisement, with the further requirement that a proposal cannot be considered the total of which is above the engineer's estimate of the cost of the work.

All of these restrictions, while highly commendable for several reasons, tend to delay the performance of needed repairs, and in several instances during the past season resulted in the nonperformance of needed work for which appropriations were available.

I refer to several instances where appropriations were made for specific work to be performed by contract, such contracts being advertised three separate times without securing a proposal that was within the engineer's estimate, notwithstanding the fact that the engineer's estimate was liberally increased at each readvertisement.

During the season 131 contracts were prepared and included in the six advertisements published between March and September, of which 102 were awarded as the result of the original advertisement.

Twenty contracts were advertised a second time, resulting in the award of six.

Nine contracts were advertised a third time, resulting in six contracts being awarded.

In several instances where no proposals which could be considered were received, further deterioration of the pavements necessitated the abandonment of the proposed plan of repairs as contemplated in the contract and proceeding immediately with temporary repairs directly by the Department.

The appropriation act providing that the funds made available for the proposed work should be expended by contract, it became necessary to obligate the expense of the temporary repairs, as performed by the Department, against the so-called contingent fund.

The following contracts, with plans and specifications therefor, were prepared, advertised and awarded:

Twenty contracts for the reconstruction of highways with a different type of improved surface, aggregating 44.11 miles, at a total cost of	$697,598 72	
Sixty contracts for the resurfacing of badly worn concrete, macadam and gravel pavements, aggregating 185.41 miles, at a total cost of	1,482,527 52	
Five contracts for heavy surface treatment of macadam pavements, aggregating 19.42 miles, at a total cost of	72,745 04	
Twenty-nine contracts for light surface treatment of concrete and macadam pavements and gravel surfaces, aggregating 768.7 miles, at a total cost of	300,620 27	
A total of 114 repair contracts have been awarded, authorizing a total expenditure of		$2,553,491 55

The funds expended directly by the Department may be segregated into the following units:			
Direct charges:			
Wages for:			
Patrolmen	$497,381 00		
Foremen	73,568 00		
Laborers, mechanics and teams	789,765 00		
Total		$1,360,714 00	
Materials:			
Broken stone	$273,344 00		
Sand and gravel	31,300 00		
Bituminous materials	376,902 00		
Miscellaneous	49,573 00		
Total		731,119 00	
Rental of equipment:			
Rollers	$20,452 00		
Motor trucks	49,445 00		
Distributors	1,919 00		
Crushers	690 00		
Miscellaneous	4,696 00		
Total		77,202 00	
Purchases of supplies for equipment		27,701 00	
Miscellaneous		2,528 00	
Total of direct charges			$2,199,264 00
Overhead charges:			
Salaries of engineers:			
Administration and general division supervision	$25,373 00		
Clerical and accounting	30,949 00		
Planning, designing and estimating	16,285 00		

Inspection and supervision of contract work	85,860 00		
Supervision and direction of departmental work	84,027 00		
Total		$242,494 00	
Engineering expense, travel and subsistence		49,620 00	
Rents:			
Office	$5,254 00		
Storage for equipment	4,340 00		
Total		9,594 00	
Purchase of equipment and tools		54,996 00	
Advertising		6,569 00	
Supplies, office		223 00	
Miscellaneous		1,824 00	
Total of overhead charges			$365,320 00
Total expended directly by the Department			$2,564,584 00
Total expenditures and contract obligations			$5,118,075 55

The work accomplished directly with the departmental equipment, labor and materials includes the following:

Maintenance by patrol system, 5,679 miles of low-grade concrete and macadam pavements and gravel surfaces, at a cost for labor and material of $992,168.

Resurfacing old pavement with macadam top course two or more inches in depth, 81,976 square yards, at a cost of $82,812.

Heavy surface treatment with bituminous material and stone from one-half to one inch in depth, 170,178 square yards, at a cost of $39,706.

Light surface treatment with bituminous material and cover, 418 miles of low-grade concrete, macadam and gravel surface highways, at a cost of $154,087.

Restoring in a permanent manner 180,523 square yards of macadam pavement which had broken through under traffic during the spring months, at a cost of $340,491.

Making extraordinary repairs occasioned by cloudbursts and floods, at a cost of $34,392.

Miscellaneous repairs to pavements, shoulders, ditches and guard railing by gang labor, on 3,462 miles, at a cost of $655,218.

IMPROVEMENTS

New retaining walls, culverts, etc., where none had previously been provided, at a cost of $21,676. Widening and banking pavements, 48,788 square yards, at a cost of $39,737. Widening roadways, 11.41 miles, at a cost of $33,993. Miscellaneous improvements, at a cost of $30,156. Total expended on improvements, $125,562.

After the annual inspection of the highways in the fall of 1916, the Division Engineers recommended that 482 miles of old pavements should be either resurfaced with a new top course of macadam or reconstructed with a different type of pavement, which would be better suited to the present traffic conditions.

The funds appropriated would not permit this entire mileage to be thus extensively repaired, and it was possible to treat in this manner but 238 miles, leaving 244 miles of old and badly worn pavements to be maintained by temporary repairs.

The 238 miles of pavement were resurfaced or reconstructed 16 feet wide as follows: 40.44 miles were reconstructed with first-class concrete pavement, at a cost of $15,904.42 per mile; 3.67 miles were reconstructed with bituminous macadam, including new foundation, at a cost of $14,829.43 per mile; 171.51 miles were resurfaced with a new $2\frac{1}{2}$-inch bituminous macadam top course, with considerable new foundation where pavements had broken or weakness was manifest, at a cost of $8,195.45 per mile; 13.90 miles were resurfaced with a new 3-inch waterbound macadam top course, with considerable new foundation, at a cost of $5,534.18 per mile; 8.73 miles were resurfaced directly by the Department with various types of new top course in numerous short sections, none of which would exceed 1 mile in extent, at a cost of $9,485 per mile.

In connection with the unit costs cited above, it is pertinent to call attention to the advance in prevailing rates for common labor.

In 1915 the prevailing rates were from $1.75 to $2 per day, while in 1917 the prevailing rates were from $2.50 to $3.50 per day, which indicates an average advance of about 60 per cent.

Construction materials are all a product of labor and the advance in cost follows very closely that of labor, except where freight is a controlling factor in the material cost.

The increased price of labor has resulted in increasing the unit cost of the various features of work enumerated. This is evident in the item of resurfacing of macadam pavements, where the average cost of such work during the season of 1917 is 61 per cent greater than the average cost of the same class of work in the season of 1915, also the cost of reconstruction with new concrete pavement in 1917 was 35 per cent higher than the same class of work in 1916.

The practice of former years in the surface treatment of macadam pavements and gravel surfaces with a light application of asphaltic road oils and refined tar products was continued during the season of 1917. This method of maintaining the surface of such pavements being the most efficient and economical of any that have been tried out in this State. An effort has been made to restrict the use of this treatment to the minimum amount permissible without serious deterioration, and but 1,186 miles were given the cold oil or tar treatment in 1917. This restriction in the use of surface treatments is apparent from the following statement of the percentage of the total pavements of this nature, which have been given a surface treatment during each of the past three years: 1915, 37 per cent; 1916, 33 per cent; 1917, 20 per cent.

The patrol system of maintenance was continued with some appreciable increase in the general efficiency of the entire patrol organization. This increased efficiency was to some extent influenced by the installation of a cost system, for all labor items connected with the work of maintenance and repair. As a part of this cost record, the patrolman is required to enter in a book the work performed each day, and at the end of the month to summarize the work performed and distribute his wages thereto. The effect of this system is a constant spur to the patrolman, that he may have as great an amount to report as possible in order to lessen the unit cost of such work.

As a general proposition, I believe the patrol system of constant maintenance is more efficient and more economical than the intermittent gang system in the maintenance of waterbound macadam pavements and gravel surfaces, particularly where surface treatments are restricted. The average cost of the patrol system, including labor and materials, was $175 per mile for the entire working season of 1917.

Where the work to be performed is greater in amount than the individual patrolman can perform, he is furnished with one or more helpers, and where extraordinary repairs are required, a gang is installed working under an experienced foreman. These gangs of laborers can only be obtained in the centers of population, and it has been found advisable to provide motor vehicle transportation to carry the men to and from their work. For this purpose 20 motor trucks of one ton capacity were purchased during the year and many more were hired. The principal work of the gangs is the repair of broken pavements, surface treatments, improvements and extraordinary repairs occasioned by cloudbursts and floods.

In addition to the 20 motor trucks, the equipment purchased during the year includes 7 steam road rollers, 4 oil distributors for installation on motor trucks and 19 small portable concrete mixers which are used in mixing cold patch bituminous material and crushed stone for patching purposes.

The amount expended for engineering salaries is less than 5 per cent of the total expended for all purposes. This item of overhead charge is much less than the usual allowance for engineering supervision on other classes of public work. The engineering charge for the year 1916 was 7 per cent of the total expended, and the reduced percentage for 1917 is the direct result of the large advance in the prevailing rates for labor and material, with little or no advance in engineering salaries.

The cost of maintenance, repair and reconstruction of the large mileage has been segregated and charged against the roads of various types of improvement, following the plan of the last two years in order to determine the cost of maintenance of the several types of pavements which have been used in the improvement of the New York State and county highways, and the results are indicated in the following tables.

The pavements are arranged in two groups; in the first group are the types represented by at least 100 miles, or those that by reason of the large mileage and wide distribution should represent with a reasonable degree of accuracy the average cost of maintenance of pavements of the particular type; in the second group are the types represented by less than 100 miles, and too much weight should not be given to the tabulated costs of maintenance of such mileage, in that the results of one year with a small mileage do not fairly represent the actual average cost per mile of maintenance of the particular type.

FIRST GROUP

TYPE OF IMPROVED SURFACE	Miles of improved highways of each type	Expenditures per mile during 1917, for maintenance and repair, exclusive of reconstruction to different type	Total expenditures per mile, during 1917, including reconstruction to a more permanent type of surface
Bituminous macadam penetration method:			
Asphalt binder	2,793.77	$412 00	$504 00
Waterbound macadam	2,534.34	970 00	1,154 00
Brick pavements	280.11	222 00	.....
Concrete:			
First class	257.46	112 00	.....
Second class	226.48	1,127 00	.....
Gravel	167.72	918 00	1,443 00
Bituminous macadam penetration method:			
Tar binder	164.34	352 00	.....

SECOND GROUP

Block pavements:			
Asphalt, concrete base	13.55	240 00	.....
Asphalt, macadam base	2.52	163 00	.....
Wood	0.24	.....	.....
Stone	2.93	30 00	.....
Brick cubes, macadam base	0.33	76 00	.....
Concrete:			
Hassam	58.52	619 00	.....
Bituminous macadam, mixing method:			
Amiesite, concrete base	3.73	32 00	.....
Amiesite, macadam base	4.33	1,131 00	.....
Topeka, concrete base	33.74	245 00	.....
Topeka, macadam base	12.64	393 00	.....
Open mixed, concrete base	13.32	29 00	.....
Open mixed, macadam base	3.58	109 00	.....
Bithuithic, concrete base	13.63	216 00	.....
Henderson, macadam base	1.11	1,380 00	9,811 00
Sheet asphalt, concrete base	1.22	.....	.....
Gravel mixed (gravel base)	11.47	738 00	.....
Penetration method:			
Asphalt binder, concrete base	4.80	174 00	.....
Sub-base, bituminous	14.39	1,079 00	.....
Kentucky rock asphalt	17.55	387 00	.....
Rocmac	1.39	3,884 00	.....
Total all types	6,639.21	$643 00	$767 00

An expenditure of $34,392, which was required to restore to normal condition sections of improved highways that were damaged by cloudbursts and floods, has not been distributed to the particular type of pavement involved, in that the type of construction had no bearing upon this extraordinary expense.

The cost of maintenance having been segregated and charged against the various types of pavement for the past three years, in order to secure a more reliable comparison of maintenance costs, the experience of the three years has been combined for the types

having a material mileage in our system of improved highways, with the following results:

TYPE	AVERAGE OF THE PAST THREE YEARS EXPERIENCE	
	Average mileage maintained	Average expenditure per mile, year
Bituminous macadam, penetration method	2,659	$464 00
Waterbound macadam	2,408	976 00
Gravel	178	824 00
Brick pavement	280	196 00
First-class concrete	164	124 00
Second-class concrete	253	1,082 00
All types	6,099	678 00

GENERAL

Efficient maintenance of macadam pavements, particularly of the waterbound type, of which there are 2,535 miles in the State system of improved highways, necessitates frequent surface treatments with bituminous materials or constant patching of the holes that rapidly develop under the present-day motor vehicle traffic.

Frequent surface treatments are objectionable not only from a traffic standpoint, but from the fact that such treatments tend to build up an unstable mat of bituminous material and mineral aggregate on the surface of the pavement that is displaced by the fast-moving motor vehicle traffic, and develops a rough and uneven surface.

It has, accordingly, been the policy of this bureau to restrict the use of surface treatments and wear the surface mat down as thin as possible before giving another general surface treatment.

This method, while tending to provide a smoother surface, requires constant patching during the latter stages of the wearing down process.

Much time and thought have been given to the study of the results obtained by various methods of manipulation and materials used in patching macadam surfaces.

In making these patches to pavements carrying any considerable amount of motor vehicle traffic, it is necessary to bind the mineral aggregate with some form of bituminous material.

Light asphaltic oils and refined tar products similar to those used for surface treatments have been used extensively for light thin

patches, painting the area to be patched with the bituminous material and covering with stone chips or sand.

Heavy binders that require heating have been used in the same manner.

The most satisfactory results have been obtained where the required patch must be one-half inch or more in depth by mixing the mineral aggregate with a heavy asphalt or tar binder, cut back with light volatile oils to a consistency that will mix readily with the mineral aggregate when cold, also with an emulsified asphalt binder used in the same manner.

The bituminous material and stone aggregate being mixed either by hand or in a small concrete mixer permits of a proper proportioning of the materials, which has been demonstrated to be about 6 per cent in weight of solid bitumen to mineral aggregate used, or about one gallon of the cut back or emulsion per cubic foot of crushed stone.

With asphalt cut back the best results have been obtained by using a material made from an asphalt binder, having a penetration of about 165, cut back with about 33 per cent in weight of naphtha.

With tar cut back the best results have been obtained with a material made from a refined tar binder having a melting point of about 70° C., cut back with about 40 per cent in weight of tar oils, of which at least 60 per cent shall distill up to 235° C.

A very satisfactory material for patching purposes is an emulsified asphalt containing about 65 per cent of asphalt binder having a penetration of about 165.

This material may be diluted with water if desired, and may be mixed with wet mineral aggregate when found in that condition. It readily separates from the emulsified state when combined with crushed stone in the so-called open mix.

The resultant adhesive qualities of an emulsified asphalt appear to be better than can be obtained by the same asphalt in any other form.

The only tangible reason advanced for this result is that the water in the emulsion may carry the binder into the pores of the material or pavement to which it is applied.

The patch made with emulsified asphalt hardens to a condition of stability much quicker than one made with cold oils or tars or cut back binder that we have used, and is, for this reason, preferable to those materials for patching work on heavy traffic highways.

Very good results have been obtained with the cut back tar cold atch material, particularly on medium to light traffic highways,

where the patching material is not thrown about by traffic to any great extent.

In order to obtain efficient results in patching with a tar binder, it is necessary to make a so-called close mix, by using a graded mineral aggregate having a minimum amount of voids, which, however, will not permit the volatile oils to evaporate as fast and the patch to become stable as quickly as may be obtained with asphalt emulsion when used in the open mix. It is, accordingly, preferable when using tar, to mix same with the mineral aggregate and leave in shallow piles for about two days before applying to the road surface.

The necessity for using the close mix with tar binders is due to the fact that tar products are more susceptible to the heat and cold than asphalts.

In other words, if starting with the two materials of the same consistency at 60° F., and the temperature is raised to that of a pavement on a hot summer day, say 130° F., the tar is much more fluid than the asphalt and tends to flow away from the open mineral aggregate, and the open patch will show a tendency to ravel. Again, when the temperature is reduced to that of a pavement on a winter day, the tar becomes much more brittle than the asphalts, and again the open patch with tar binder is more liable to ravel out than one made with asphalt binder.

A comparison of the results obtained with the two materials, each of which contain a quantity of the semi-volatile oils sufficient to permit them to be applied to the surface of the pavement at 60° F. as a surface treatment, demonstrates that the tar, by reason of its greater fluidity on a hot summer day, will penetrate the old pavement to a greater extent than the asphalts, and thereby serves more as a binder to the old pavement. It is for this reason that cold tars are generally used as the first and second treatment of a water-bound macadam pavement, subsequent treatments of heavy asphaltic oils carrying about 65 per cent of solid bitumen will give more efficient and lasting results if used conservatively, that is, if the successive treatments do not follow each other too closely.

When successive treatments are given every year as a dust layer or to obviate the necessity for patching, cold tar is preferable in that it does not build up a mat on the surface of the pavement to the extent obtained with asphaltic oils.

Providing a mat is built up with successive tar treatments, the same will generally lie flat and not shove under traffic, and develop

a wavy and corrugated surface, as is often obtained with too frequent surface treatments with asphaltic oils.

This resulting difference is due to the aforesaid difference in consistency at summer temperatures of the pavements.

The tar being so fluid at summer temperature, it appears to retain a smooth surface by the effect of gravity, while the asphalt simply softens sufficiently to permit the surface mat to be displaced by traffic, which displacement increases from day to day and often necessitates the entire removal of the old mat.

Another factor to be considered in deciding upon the material to be used for the surface treatment is the condition of the old pavement.

Where the old macadam is composed largely of small particles of crushed rock and dust, and is in a more or less loosened condition, and is subject to displacement by traffic, a light asphaltic oil is preferable to cold tar for surface treatments. The asphaltic oil treatment develops into a mat or carpet over the macadam which remains more or less plastic, even at low temperatures, and displacement of the macadam under traffic does not result in the shattering and the ultimate destruction of the mat to the extent obtained under similar conditions with tar treatments.

Also for the same reason, asphaltic oils give the best results on pavements where steel shod traffic predominates.

The best results obtained with tar treatments are where the old macadam pavement is clean or free from dust and where the pavement is firm and sound, and the stone fragments do not displace under traffic, and where motor vehicle traffic predominates, also where a minimum amount of cover material is used in conjunction with bituminous material.

Macadam pavements surface treated with tar are, however, much more slippery for horse traffic in cold weather than those treated with asphaltic oils.

In my report of a year ago I discussed to some length the subject of the extensive breaking through of many of the pavements during the spring months.

Referring to such report it will be noted that the total area actually broken during the spring of 1916 was equivalent to 82 miles of pavement 16 feet wide, and that the broken areas were distributed over many projects, aggregating to a total length of 1,939 miles, of which an average of 4.2 per cent was broken through.

During the season of 1916 about 75 per cent of the total broken areas were substantially repaired, and about 238 miles of the weaker pavements were resurfaced.

The spring of 1917 appeared to be a repetition of the previous year as to the amount of broken pavements.

The result of a survey to determine the extent of the broken pavements when tabulated indicates that the total broken areas were, however, but 60 per cent of the total of the previous year.

The total length of the various projects involved, aggregating 2,090 miles, is about 9 per cent larger than those reported in the previous year. Of this total length, the equivalent of about 48 miles of pavement 16 feet wide was broken up, or about $2\frac{1}{2}$ per cent of the total length involved.

In conclusion I desire to commend the members of maintenance organization of the Department in their hearty co-operation and individual effort toward more efficient management of this extensive undertaking.

As an example of increased efficiency it is pertinent to compare the expenditures actually made during the first three months of the working season, from April 1st to July 1st, for the past four years: 1914, $343,231; 1915, $384,017; 1916, $501,559; 1917, $865,289. While the total expenditures during 1917 are but 28 per cent larger than the total of 1914, it is found that the expenditures during the first three months of 1917 were two and one-half times those of the corresponding period of 1914. This marked increase in expenditures in the early part of the season would indicate increased efficiency of those in immediate supervision of the work.

It would also appear pertinent to compare the average cost per mile for maintenance and repair, exclusive of resurfacing and reconstruction during the past four years: 1914, $591 per mile; 1915, $525 per mile; 1916, $485 per mile; 1917, $470 per mile.

The reduction in average cost per mile is more pronounced when considered in connection with the known increase in cost of labor and materials during the same period. While the prevailing rates of labor and materials increased about 50 per cent during the four years, the average cost of maintenance per mile decreased about 20 per cent.

Respectfully submitted.

FRED W. SARR,
Second Deputy Commissioner.

REPORT OF THE THIRD DEPUTY COMMISSIONER IN CHARGE OF THE BUREAU OF TOWN HIGHWAYS

ALBANY, N. Y., *January* 23, 1918.

HON. EDWIN DUFFEY, *Commissioner of Highways:*

DEAR SIR.— I have the honor to submit the annual report of the Bureau of Town Highways for the fiscal year ending October 31, 1917.

Town highway system.— A public highway located outside of an incorporated village or city, is classified as a "town highway" until taken over and improved as a "state" or a "county" highway or a "county road." The mileage of these highways fluctuates each year, due largely to the improvements made by the State, establishing new boundaries in the villages and cities, and laying out new highways. The total mileage of town highways has not materially changed during the past year, and there are now, in round numbers, 71,000 miles in this system.

The town highway system differs from the state and county systems, both in the accounting and the supervision of work. Account books, together with all vouchers and documental authority for the payment of moneys from the town highway fund are kept in 932 separate units. A summary sheet of each of these accounts is filed in this Bureau, and the accounts corresponding to these reports are examined by the district supervisors of this department. The supervisors are the executive officers and supervise the accounting and payment of all town highway moneys. The town clerks are custodians of all records. The town superintendents of highways act as hiring and purchasing agents and superintend all work on the town highways and bridges.

The location and class of improvement of our town highways is dependent on the local officials and requires constant attention by the representatives of this Bureau, first, to advise and instruct them as to their duties, and, second, to examine the records of accounting.

System of accounting.— The revised system of accounting which was introduced in 1916 has proven very successful. The accounting of each improvement is carried on in a separate account which furnishes the exact cost for the improvement of a stretch of road, and the accounting of a specific fund, such as the allotment of motor-

vehicle fees or moneys set aside by the town board for special improvement of a permanent character.

Inspection.— A personal inspection of the town highways in each county has enabled me to aid the local officials in many matters regarding their duties, and I find that by coming in close contact with the various local conditions, affords an advantage in carrying on the duties of third deputy.

County maps.— The county maps which show all classes of improved highways are being revised to include the work of the past year. These maps furnish invaluable assistance in carrying on the correspondence, furnishing information for conferences and for approving the agreements for the expenditures of town highway moneys.

County aid.— During the past year twenty-one counties furnished aid to the towns, under the provisions of sections 320 and 320-A of the Highway Law, to improve 232 miles of town highways which are mostly of macadam type. Four other counties adopted this system of aiding the towns, but owing to conditions did not designate any improvements during the year.

Bridges.— The merging of the bridge department with this Bureau proved very satisfactory. This close connection enables us to expedite matters in making field inspections and preparing plans and specifications. Forty-five inspection trips have been made by the bridge engineer throughout the year upon request of the town and county officials. Arrangements were made to examine all bridges in a county, or adjoining counties, which required immediate attention, thereby avoiding a second trip to that vicinity. As a result of these examinations, numerous estimates, plans, specifications and reports have been prepared.

Motor vehicle fees.— Since May, 1916, the date when the law took effect, allowing 50 per cent of the motor vehicle fees collected in each county to be used for the permanent improvement of town highways in the county from which the fees were collected, there has been $1,436,530.79 paid to the fifty-seven counties, outside of Greater New York. The amount of $204,289.25 was received during 1916, and $1,232,241.54 during the year of 1917. The fees received by the various counties during 1916 were carried over to the year 1917 as unexpended. Thirty-eight of the fifty-seven counties have allotted $707,939.01 to 196 towns, which leaves a balance of $728,-591.78 available for distribution by the boards of supervisors.

The motor vehicle fees received by a town are merged with the town highway fund, and in many instances have enabled the local

officials to make improvements which connect with the improved system of State and county highways, thereby making a continuous route for travel.

Highways and bridges on Indian reservations.— There are 356 miles of public highways located in seven of the Indian reservations of the State. The improvement, repair and maintenance of highways and bridges on these reservations are under the direct supervision of this bureau and are financed by an annual appropriation from the general fund of the State. The amount of $50,000 was appropriated during the past year for this purpose. All the main traveled roads, with the exception of a few gaps on the Cattaraugus and Tuscarora reservations, are now improved with either a macadam or gravel type of construction. Nearly all the bridges have been replaced with modern designs, and upon the completion of several bridges on the Allegany reservation, this class of work will be a matter of maintenance and repair on all reservations, instead of construction.

Machinery equipment.— Approximately 500 of the 932 towns own equipment of machinery thus enabling them to improve their highways with a permanent type of construction, which consists of the following: 500 steam rollers, 407 stone crushers, 245 traction engines and 200 sprinklers, with a present value of approximately $2,600,000.

In order that proper care be made for the up-keep of this equipment it is very essential that the limitation which a town may raise by tax for the purchase and repair of machinery be increased to an amount of $3,000 in any one year.

Permanent improvements.— In common with all construction work during the past year, due to the condition of high cost of materials and scarcity of labor, it is noted that the number of culverts and bridges constructed are less than in other years. 10,191 permanent culverts; 679 bridges, varying in span from five to 220 feet; 646.90 miles of macadam, or of similar type; 287.51 miles of gravel and five miles of concrete and Warrenite, were constructed during the year.

Of the above mileage, 232.58 miles were improved by the aid of counties under the provisions of sections 320 and 320-A of the Highway Law.

The mileage of town highways now improved totals 5,750 miles of town macadam or of similar type; 6,477.51 miles of gravel; 17.42 miles of concrete and Warrenite.

In the counties of Franklin, Nassau, Putnam, Rockland and Onondaga there are 697 miles of "county roads" which are financed at the sole expense of the county in which located. This mileage is not included in the above mileage of town highways.

The following statement shows the amount of receipts, expenditures and balances on hand in the Highway, Bridge, Machinery and Miscellaneous funds of the Town Highway Account.

STATEMENT OF TOWN HIGHWAY ACCOUNTS 1917

	Receipts	Expenditures	Balances ending Oct. 31, 1917
(1) Highway fund	$7,801,619 21	$6,471,055 79	$1,330,563 42
(2) Bridge fund	1,592,718 87	1,225,676 60	367,042 27
(3) Machinery fund	425,128 08	355,691 91	69,436 17
(4) Miscellaneous fund	780,183 91	656,575 46	123,608 45
Total	$10,599,650 07	$8,708,999 76	$1,890,650 31
Deduct	134,273 72	134,273 72	.....
Total	$10,465,376 35	$8,574,726 04	$1,890,650 31

NOTE.— The amount $134,273.72 was transferred by resolution of various town boards from funds 2, 3 and 4 to all four funds of this account, therefor, to show the actual amount of receipts and expenditures it is necessary to make this reduction.

The above amount $10,465,376.35 which was available for town highway purposes during the year 1917 includes $1,956,206.38 paid by the State as State aid and $707,939.01 derived from motor vehicle fees.

The fiscal year of accounting closes October 31st, but the working forces continue on throughout the year. This, with the prevailing conditions of the past year accounts for the large balance on hand at this date.

AUDIT

During the year 1917, each town highway account was examined by the District Supervisors who represent this bureau in their respective districts. As a result of these examinations, corrections were made as follows:

STATEMENT OF AUDIT 1917

Credits

Amount reimbursed to highway, bridge, machinery and miscellaneous funds	$25,205 04

Debits

Amount charged to highway, bridge, machinery and miscellaneous funds	$14,327 38

Difference

Amount reimbursed by cash to highway account	10,877 66

These corrections are compiled from items varying from a few cents to hundreds of dollars and apply to 456 of the 932 towns of the State.

Tabulated statements showing in detail the receipts and expenditures for all town highway purposes in each town of the State, are given herewith.

All of which are respectfully submitted.

BENJ. J. RICE,
Third Deputy.

STATEMENT SHOWING RECEIPTS AND EXPENDITURES IN REGARD TO TOWN HIGHWAYS AND BRIDGES IN EACH TOWN

ALBANY COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Berne	135	$2,400 00	$5,135 99	$4,913 69	$222 30	$1,811 32	$1,750 13	$61 19	$40 15	$35 78	$4 37	$329 63	$240 06	$273 14	$56 49
Bethlehem	109	3,200 00	13,908 05	12,289 33	1,618 72	8,614 17	6,597 33	2,016 84	235 37	235 37	.....	875 00	818 10	865 10	9 90
Coeymans	98	2,000 00	8,854 69	7,263 06	1,591 63	5,009 99	1,382 57	3,627 42	497 34	226 14	271 20	965 46	511 94	699 57	265 89
Colonie	127	7,000 00	26,088 72	25,991 43	97 29	400 00	400 00	.....	500 00	500 00	.....	1,000 00	284 10	1,000 00	.....
Guilderland	136	1,820 00	5,007 09	4,889 40	117 67	3,004 57	2,809 73	194 84	657 25	571 51	85 74	1,203 49	1,155 00	1,170 00	33 49
Knox	86	1,200 00	3,047 80	2,017 36	1,030 44	407 43	242 63	164 80	85 75	31 90	53 85	215 71	206 85	206 85	8 86
New Scotland	115	2,875 00	8,837 15	8,127 71	709 44	2,322 97	970 30	1,352 67	728 37	418 47	309 90	1,200 00	956 45	956 45	243 55
Rensselaerville	146	2,365 20	5,549 07	5,549 07	.....	1,948 35	1,948 35	.....	513 00	465 67	47 33	1,000 00	84 40	543 46	456 54
Westerlo	140	3,000 00	6,752 59	6,231 37	521 22	919 10	809 44	109 66	562 88	558 96	3 92	1,315 27	610 85	729 96	585 31
Total	1,092	$25,860 20	$83,181 15	$77,272 44	$5,908 71	$24,437 90	$16,910 48	$7,527 42	3,820 11	$3,043 80	$776 31	$8,104 56	$4,867 75	$6,444 53	$1,660 03

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Alfred	64	$1,600 00	$4,720 45	$4,506 44	$214 01	$454 09	$443 13	$10 96	$500 64	$493 88	$6 76	$272 75	$142 45	$269 18	$3 57
Allen	68	1,700 00	2,842 00	2,464 52	377 48	962 10	956 19	5 91	103 33	89 08	14 25	201 04	120 90	173 90	27 14
Alma	55	1,375 00	4,946 88	4,233 69	713 19	1,095 97	254 25	841 72	248 15	37 20	210 95	610 97	256 13	515 19	95 78
Almond	88	2,200 00	6,013 54	5,364 35	649 19	2,551 57	2,544 17	7 40	355 75	321 32	34 43	276 18	87 56	114 06	162 12
Amity	63	1,575 00	4,305 51	3,704 39	601 12	3,868 45	3,119 92	748 53	523 41	234 23	289 18	624 01	21 80	191 52	432 49
Andover	74	1,387 80	4,401 13	3,949 50	451 63	2,533 82	2,144 53	389 29	882 18	446 59	435 59	300 00	119 45	185 10	114 90
Angelica	56	1,400 00	3,545 07	3,520 33	24 74	2,623 88	1,257 46	1,366 42	281 61	151 76	129 85	1,047 48	44 71	726 38	321 10
Belfast	72	1,625 00	4,214 77	3,830 04	384 73	1,700 44	1,605 74	94 70	272 73	268 61	4 12	369 77	122 22	366 47	3 30
Birdsall	63	1,350 00	3,990 05	3,365 92	624 13	1,044 12	547 77	496 35	200 00	72 64	127 36	71 12	.....	3 00	68 12
Bolivar	52	1,100 00	5,030 08	3,788 52	1,241 56	1,508 47	962 84	545 63	347 42	330 03	17 39	1,083 51	207 50	1,040 16	43 35
Burns	49	1,225 00	3,277 86	3,269 77	8 09	3,022 71	2,893 57	129 14	295 91	295 16	75	424 60	92 13	423 81	79
Caneadea	66	1,650 00	4,950 41	4,729 21	221 20	8,147 87	1,938 57	6,209 30	141 79	110 03	31 76	572 39	227 70	315 80	266 59
Centerville	69	1,620 00	4,936 89	3,237 13	1,699 76	550 00	101 40	448 60	306 25	227 23	79 02	868 29	394 87	394 87	473 42
Clarksville	54	1,350 00	4,737 58	3,992 45	745 13	1,078 60	317 59	761 01	510 00	409 59	100 41	629 71	119 13	195 48	434 23
Cuba	73	1,825 00	5,767 18	5,038 28	728 90	4,868 17	4,860 21	7 96	468 44	242 00	226 44	231 00	84 49	134 06	96 94
Friendship	53	1,325 00	3,839 60	2,939 17	900 43	1,369 37	1,006 05	363 32	109 25	105 24	4 01	700 00	117 40	602 85	97 15
Genesee	52	1,000 00	3,564 63	1,885 35	1,679 28	388 06	260 79	127 27	237 26	233 77	3 49	1,373 86	81 50	1,234 63	139 23
Granger	66	1,650 00	4,703 47	2,971 58	1,731 89	1,148 42	1,148 42	.....	100 00	19 96	80 04	200 00	154 05	196 05	3 95
Grove	65	1,625 00	3,467 51	3,095 25	372 26	717 67	658 37	59 30	370 59	157 60	212 99	501 00	148 43	398 68	102 32
Hume	72	1,800 00	6,484 51	6,484 51	.....	2,200 00	2,158 59	41 41	300 00	179 06	120 94	600 10	573 10	591 30	8 80
Independence	76	1,900 00	4,490 29	4,120 35	369 94	1,289 00	1,160 12	128 88	281 89	105 18	176 71	602 73	31 50	402 00	200 73
New Hudson	70	1,750 00	4,714 57	3,806 10	908 47	1,815 85	1,802 24	13 61	75 00	57 73	17 27	228 35	184 70	207 70	20 65
Rushford	75	1,280 00	4,061 16	1,963 03	2,098 13	589 40	405 56	183 84	262 01	158 30	103 71	400 03	184 00	225 50	174 53
Scio	62	1,400 00	5,332 89	5,313 50	19 39	1,276 27	1,251 66	24 61	177 30	155 08	22 22	804 16	106 03	253 54	550 62
Ward	53	1,300 00	2,621 89	2,584 80	37 09	753 65	734 56	19 09	53 59	53 59	.....	185 64	78 01	185 64	.....
Wellsville	67	1,675 00	7,213 13	7,123 80	89 33	18,829 82	17,000 30	1,829 52	592 01	491 63	100 38	598 34	284 25	382 77	215 57
West Almond	67	1,675 00	3,592 11	3,404 36	187 75	2,219 37	1,970 74	248 63	105 59	90 65	14 94	315 20	91 60	91 60	223 60
Willing	76	1,900 00	4,280 19	4,235 14	45 05	1,284 13	1,269 30	14 83	160 97	156 42	4 55	944 96	96 54	938 15	6 81
Wirt	74	1,850 00	6,002 63	5,561 41	411 22	1,317 18	372 64	944 54	200 00	172 54	27 46	391 80	165 57	303 36	88 44
Total	1,894	$45,112 80	$132,047 98	$114,482 89	$17,565 09	$71,208 45	$55,146 68	16,061 77	$8,463 07	$5,866 10	$2,596 97	$15,428 99	$4,337 72	$11,062 75	$4,366 24

BROOME COUNTY

TOWNS	Number or miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Barker	82	$1,280 00	$3,436 53	$3,212 76	$223,77	$1,620 97	$1,563 61	$57 36	$501 11	$407 69	$93 42	$250 63	$60 13	$157 18	$93 45
Binghamton	59	1,475 00	5,175 50	2,399 03	2,776 47	623 67	623 67	.....	67 99	67 99	.....	63 02	51 02	63 02	.....
Chenango	73	1,384 80	5,929 75	5,194 95	734 80	2,981 86	2,474 08	507 78	139 75	139 75	.....	512 00	121 53	306 43	205 57
Colesville	160	4,000 00	9,028 60	7,288 65	1,739 95	3,305 38	2,925 44	379 94	200 00	126 35	73 65	300 00	139 33	180 53	119 47
Conklin	54	900 00	4,652 52	3,940 12	712 40	6,720 26	5,849 67	870 59	274 09	274 09	.....	100 00	16 12	90 21	9 79
Dickinson	7	151 00	1,966 90	1,924 97	41 93	85 05	20 00	65 05	35 67	34 82	85	57 75	.....	.....	57 75
Fenton	77	1,120 00	3,341 59	2,931 75	409 84	2,638 84	2,435 70	203 14	320 52	271 80	48 72	491 94	8 25	485 04	6 90
Kirkwood	66	1,440 00	3,718 91	2,152 38	1,566 53	2,200 00	2,118 16	81 84	237 67	237 67	.....	540 76	26 00	77 66	463 10
Lisle	81	2,025 00	4,922 28	4,501 80	420 48	2,692 35	2,572 99	119 36	569 75	432 58	137 17	595 43	200 80	342 39	253 04
Maine	99	1,800 00	3,949 37	3,309 81	639 56	727 21	602 39	124 82	136 19	37 86	98 33	910 01	76 80	886 35	23 66
Nanticoke	43	700 00	1,929 35	1,929 35	.....	274 07	242 38	31 69	380 86	380 86	.....	313 03	45 00	256 25	56 78
Sanford	187	4,207 50	10,861 76	7,091 96	3,769 80	781 47	661 73	119 74	571 63	546 41	25 22	533 48	119 40	324 42	209 06
Triangle	67	1,350 00	3,529 80	3,513 26	16 54	4,786 00	4,064 53	721 47	1,232 35	1,167 07	65 28	1,159 45	127 73	977 26	182 19
Union	76	1,594 12	5,770 97	5,270 83	500 14	2,964 94	2,219 95	744 99	375 59	375 59	.....	350 00	56 44	216 02	133 98
Vestal	112	1,920 00	7,400 10	7,290 64	109 46	2,628 11	2,622 11	6 00	300 00	289 33	10 67	500 00	58 20	391 87	108 13
Windsor	194	3,870 00	7,884 50	7,628 09	256 41	1,307 46	1,297 76	9 70	401 18	300 46	100 72	278 99	109 15	255 68	23 31
Total	1437	$29,216 42	$83,498 43	$69,580 35	$13,918 08	$36 337 64	$32,294 17	$4,043 47	$5,744 35	$5,090 32	$654 03	$6,956 49	$1,215 90	$5,010 31	$1,946 18

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available or machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Allegany	99	$2,475 00	$9,147 76	$9,112 76	$35 00	$1,000 00	$808 84	$191 16	$449 95	$449 95	.....	$154 92	$39 20	$125 99	$28 93
Ashford	97	2,415 00	5,818 94	5,818 94	.....	5,992 85	5,992 85	.....	525 44	525 44	.....	1,539 72	489 30	1,539 72	.....
Carrollton	31	775 00	3,139 04	2,295 17	843 87	1,225 02	1,092 00	133 02	125 28	111 55	$13 73	127 83	3 75	88 43	39 40
Cold Spring	35	729 50	3,061 18	2,123 16	938 02	926 36	874 18	52 18	101 94	84 79	17 15	77 38	31 78	47 28	30 10
Conewango	66	1,440 00	4,547 12	3,142 52	1,404 60	2,927 25	2,820 62	106 63	311 84	222 01	89 83	984 30	141 52	888 01	96 29
Dayton	67	1,500 00	4,099 07	3,851 01	248 06	1,126 59	800 69	325 90	229 46	87 62	141 84	429 08	293 20	305 20	123 88
East Otto	72	1,800 00	4,638 65	4,214 68	423 97	1,065 22	1,065 22	.....	524 30	524 30	.....	469 69	107 00	469 69	.....
Elko	20	500 00	2,000 55	1,524 34	476 21	522 51	320 06	202 45	106 96	66 10	40 86	480 37	.....	401 35	79 02
Ellicottville	68	1,700 00	5,621 19	3,729 94	1,891 25	1,620 61	506 23	1,114 38	367 61	106 08	261 53	313 51	230 78	292 53	20 98
Farmersville	78	1,680 00	3,872 71	3,871 62	1 09	1,550 00	636 55	913 45	223 23	206 06	17 17	234 00	156 00	234 00	.....
Franklinville	81	2,025 00	5,013 41	4,161 13	852 28	1,535 64	722 37	813 27	873 75	123 49	750 26	633 28	297 87	384 67	248 61
Freedom	78	1,950 00	9,187 14	9,187 14	.....	10,615 84	10,601 59	14 25	115 14	115 14	.....	968 07	399 12	940 99	27 08
Great Valley	78	1,000 00	3,168 17	3,167 58	59	1,000 57	589 96	410 61	466 86	464 57	2 29	200 00	21 20	200 00	.....
Hindsdale	73	1,825 00	7,407 88	7,245 10	162 78	5,905 48	5,687 14	218 34	240 33	154 35	85 98	261 59	55 08	87 08	174 51
Humphrey	70	1,050 00	2,415 84	1,835 00	580 84	118 14	110 30	7 84	22 93	21 35	1 58	10 14	10 00	10 00	14
Ischua	66	1,650 00	4,068 27	4,068 27	.....	247 03	247 03	.....	433 82	433 82	.....	591 10	74 10	591 10	.....
Leon	67	1,120 00	3,014 74	2,309 34	705 40	1,468 58	538 77	929 81	184 60	48 92	136 68	113 03	.....	24 00	89 03
Little Valley	35	875 00	2,465 95	2,087 32	378 63	1,064 90	1,063 85	1 05	254 65	254 65	.....	117 25	85 00	117 25	.....
Lyndon	58	1,450 00	3,833 22	3,824 66	8 56	2,927 43	2,895 41	32 02	355 00	355 00	.....	412 56	164 55	383 55	29 01
Machias	79	1,200 00	3,345 13	2,786 86	558 27	1,161 53	1,161 27	26	709 06	708 11	95	775 57	626 93	775 23	34
Mansfield	77	1,925 00	4,555 91	4,113 16	442 75	929 71	910 62	19 09	104 05	102 63	1 42	202 01	94 00	188 09	13 92
Napoli	57	1,425 00	3,289 69	3,081 78	207 91	470 27	470 27	.....	188 07	185 66	2 41	146 90	129 10	146 90	.....
New Albion	68	1,600 00	3,693 80	3,164 50	529 30	1,028 12	635 27	392 85	293 81	257 59	36 22	405 81	272 71	368 11	37 70
Olean	42	1,008 00	2,931 38	2,681 05	250 33	841 93	685 93	156 00	172 79	61 14	111 65	225 35	25 36	34 36	190 99
Otto	53	1,125 00	3,391 36	3,368 34	23 02	2,268 18	2,228 98	39 20	200 87	196 92	3 95	416 85	249 79	406 39	10 46
Perrysburg	54	1,020 00	3,019 99	2,504 10	515 89	657 26	169 32	487 94	141 45	141 45	.....	251 78	210 42	249 18	2 60
Persia	31	560 00	1,662 67	1,615 39	47 28	859 77	859 77	.....	545 31	545 31	.....	441 12	375 45	441 12	.....
Portville	54	1,350 00	4,341 23	4,112 06	229 17	2,000 00	1,841 36	158 64	300 00	294 15	5 85	185 34	42 75	177 13	8 21
Randolph	60	1,500 00	4,087 85	3,067 76	1,020 09	1,642 70	1,138 64	504 06	227 83	198 70	29 13	928 66	159 43	738 93	189 73
Red House	32	800 00	2,701 73	2,153 57	548 16	646 51	350 03	296 48	110 20	72 94	37 26	2,228 25	.....	2,069 51	158 74
Salmanca	12	200 00	1,124 36	559 05	565 31	629 83	306 20	323 63	113 65	.....	113 65	68 23	31 20	34 20	34 03
South Valley	45	1,125 00	2,744 11	2,411 66	332 45	202 22	202 10	12	450 48	368 77	81 71	75 00	17 00	30 00	45 00
Yorkshire	64	1,600 00	5,103 75	5,012 57	91 18	10,466 43	10,417 60	48 83	293 49	293 49	.....	552 77	517 27	552 77	.....
Total	1,967	$44,397 50	$132,513 79	$118,201 53	$14,312 26	$66,644 48	$58,751 02	$7,893 46	$9,764 15	$7,782 05	$1,982 10	$15,021 46	$5,350 86	$13,342 76	$1,678 70

Cayuga County

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Aurilius	66	$1,650 00	$8,435 69	$7,842 99	$592 70	$250 00	$62 85	$187 15	$500 00	$167 14	$332 86	$632 40	$101 70	$242 54	$389 86
Brutus	52	1,300 00	10,469 00	7,672 57	2,796 43	560 94	96 80	464 14	338 09	255 61	82 48	810 32	476 10	676 62	133 70
Cato	67	1,144 72	6,158 23	5,218 18	940 05	668 23	410 66	277 57	418 88	164 38	254 50	1,369 71	1,318 40	1,369 71	.....
Conquest	67	1,000 00	5,492 69	5,131 37	361 32	1,108 61	1,002 39	106 22	209 95	209 95	.....	863 15	769 15	863 15	.....
Fleming	54	1,000 00	3,529 60	2,719 78	809 82	413 53	238 78	174 75	113 62	41 20	72 42	411 49	129 15	246 85	164 64
Genoa	77	1,500 00	8,346 16	7,528 08	818 08	200 00	144 67	55 33	305 48	305 48	.....	200 00	58 36	200 00	.....
Ira	73	1,564 80	7,156 82	6,405 41	751 41	640 69	549 39	91 30	904 42	708 47	195 95	1,264 25	1,163 25	1,234 96	29 29
Ledyard	85	2,225 00	8,338 90	7,566 18	772 72	2,214 85	2,214 85	.....	704 15	704 15	.....	709 35	46 00	429 99	279 36
Locke	53	1,135 80	6,849 85	6,746 11	103 74	232 34	232 34	.....	445 00	445 00	.....	383 93	114 90	383 93	.....
Mentz	40	1,000 00	7,144 92	7,144 92	.....	500 00	500 00	.....	390 52	390 52	.....	3,011 25	323 40	2,909 07	102 18
Montezuma	40	1,000 00	5,933 11	5,289 01	644 10	397 32	325 28	72 04	79 68	44 93	34 75	241 26	112 50	147 08	94 18
Moravia	52	1,300 00	8,124 97	7,282 34	842 63	522 73	334 77	187 96	300 00	281 86	18 14	800 00	211 06	303 06	496 94
Niles	82	2,050 00	8,446 61	8,446 61	.....	1,229 50	965 47	264 03	652 24	652 24	.....	498 20	483 20	498 20	.....
Owasco	45	1,125 00	10,838 09	9,333 61	1,504 48	593 72	236 80	356 92	232 32	112 48	119 84	516 12	100 30	262 13	253 99
Scipio	79	1,750 00	9,273 23	8,335 41	937 82	181 78	21 49	160 29	457 83	442 79	15 04	1,000 00	346 17	502 86	497 14
Sempronius	67	1,489 60	4,417 51	4,335 74	81 77	150 00	46 53	103 47	100 00	98 62	1 38	409 39	256 68	402 20	7 19
Sennett	63	1,575 00	12,518 79	10,577 72	1,941 47	1,177 45	229 19	948 26	617 91	446 39	171 52	752 35	215 65	221 65	530 70
Springport	47	1,175 00	5,544 74	5,249 14	295 60	524 45	524 45	.....	169 00	166 89	2 11	302 53	38 70	246 93	55 60
Sterling	104	2,600 00	9,298 69	9,298 69	.....	1,157 88	1,156 17	1 71	955 00	955 00	.....	2,384 67	2,266 05	2,384 67	.....
Summerhill	61	1,350 00	5,355 52	4,728 67	626 85	150 00	43 32	106 68	705 80	705 80	.....	1,025 13	248 54	1,025 13	.....
Throop	53	1,000 00	15,600 02	15,152 57	447 45	678 32	122 44	555 88	154 32	111 40	42 92	409 00	217 75	400 23	8 77
Venice	87	1,864 80	10,023 74	9,224 79	798 95	510 34	215 00	295 34	231 53	231 53	.....	719 67	251 35	519 93	199 74
Victory	76	1,900 00	7,232 17	7,109 34	122 83	200 00	200 00	.....	50 00	50 00	.....	1,446 72	1,203 06	1,392 22	54 50
Total	1,490	$33,599 72	$184,529 05	$168,339 23	$16,189 82	$14,282 68	$9,873 64	$4,409 04	$9,035 74	$7,691 83	$1,343 91	$20,160 89	$10,451 42	$16,863 11	$3,297 78

CHAUTAUQUA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Arkwright	67	$1,675 00	$5,008 38	$5,006 34	$2 04	$1,193 85	$377 10	$816 75	$651 17	$649 04	$2 13	$424 91	$418 26	$423 76	$1 15
Busti	102	2,550 00	6,094 04	5,323 78	773 26	3,184 50	2,265 91	918 59	544 76	544 76	.....	551 43	477 83	551 43	.....
Carroll	60	1,080 00	33,539 78	5,039 48	28,500 30	700 50	609 09	91 41	315 86	305 78	10 08	202 51	71 30	171 35	31 16
Charlotte	68	1,700 00	3,617 44	2,974 44	643 00	2,503 82	2,457 23	46 59	201 95	110 99	90 96	484 63	453 05	468 55	16 08
Chautauqua	116	2,750 00	9,008 17	8,762 85	245 32	1,658 52	970 37	688 15	633 01	626 67	6 34	1,265 09	1,014 83	1,265 04	05
Cherry Creek	50	1,000 00	3,458 43	2,770 78	687 65	743 66	197 45	546 21	152 1	17 57	134 55	204 45	168 33	191 19	13 26
Clymer	70	1,750 00	3,750 00	3,369 56	380 44	300 00	300 00	.....	433 56	433 56	.....	147 06	147 06	147 06	.....
Dunkirk	14	788 50	3,742 18	2,844 09	898 09	627 93	265 95	361 98	479 95	479 95	.....	223 67	34 65	34 65	189 02
Elery	97	2,100 00	7,420 65	3,557 25	3,863 40	1,471 75	840 52	631 23	249 58	249 58	.....	948 55	453 89	521 39	427 16
Ellicott	69	1,000 00	3,970 76	3,970 76	.....	2,738 72	2,738 72	.....	80 91	77 39	3 52	712 95	530 13	712 95	.....
Ellington	69	1,725 00	4,711 50	4,509 58	201 92	1,899 89	899 89	1,000 00	944 49	872 81	71 68	733 93	273 87	576 29	157 64
French Creek	57	900 00	2,604 27	2,337 99	266 28	1,761 21	1,609 08	152 13	219 32	143 28	76 04	320 60	62 30	273 47	47 13
Garry	58	1,295 00	3,513 45	3,484 07	29 38	507 30	496 72	10 58	390 73	367 51	23 22	794 23	619 51	794 23	.....
Hanover	98	2,450 00	14,827 96	14,300 67	527 29	9,686 98	9,413 87	273 11	1,298 25	1,281 25	17 00	591 37	493 05	568 30	23 07
Harmony	153	3,300 00	8,161 56	7,749 02	412 54	4,985 00	4,793 95	191 05	503 44	499 01	4 43	863 49	811 50	859 54	3 95
Kiantone	34	540 00	1,745 61	1,001 53	744 08	518 82	352 77	166 05	61 96	19 55	42 41	405 93	42 91	301 87	104 06
Mina	60	1,440 00	4,882 55	495 85	4,386 70	575 06	575 06	.....	682 34	682 34	.....	700 86	356 80	700 86	.....
Poland	66	1,000 00	3,967 70	3,480 35	487 35	1,197 08	1,070 70	126 38	487 54	335 53	152 01	269 52	200 17	269 52	.....
Pomfret	83	2,075 00	7,518 98	6,095 31	1,423 67	1,457 41	1,284 89	172 52	1,151 38	1,112 32	39 06	1,417 19	564 18	1,417 19	.....
Portland	82	1,800 00	6,262 62	6,262 62	.....	3,562 82	3,562 82	.....	370 47	370 47	.....	834 91	533 18	779 47	55 44
Ripley	88	1,500 00	5,994 69	5,994 69	.....	1,600 00	1,600 00	.....	200 00	200 00	.....	400 00	248 13	400 00	.....
Sheridan	75	2,625 00	11,983 17	11,982 58	59	1,024 70	1,024 70	.....	500 00	399 96	100 04	300 00	223 88	264 20	35 80
Sherman	65	1,625 00	5,299 32	4,986 19	313 13	2,636 19	1,801 59	834 60	687 25	637 22	50 03	559 49	373 85	559 49	.....
Stockton	92	1,260 00	4,072 55	3,130 23	942 32	955 24	851 28	103 96	165 05	165 05	.....	554 90	507 40	554 90	.....
Villanova	67	1,489 60	3,412 30	3,412 30	.....	6,128 56	5,347 33	781 23	224 47	98 76	125 71	452 36	437 18	452 18	18
Westfield	90	2,250 00	7,967 27	6,793 75	1,173 52	797 03	529 95	267 08	644 37	584 25	60 12	1,392 15	366 40	1,392 15	.....
Total	1,950	$43,668 10	$176,535 33	$129,633 06	$46,902 27	$54,416 54	$46,236 94	$8,179 68	$12,273 93	$11,264 60	$1,009 33	$15,756 18	$9,883 64	$14,651 03	$1,105 15

CHEMUNG COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Ashland	28	$700 0	$2,700 21	$2,654 20	$46 01	$7,371 90	$7,062 47	$309 43	$283 33	$236 96	$46 37	$1,201 27	$51 32	$1,179 20	$22 07
Baldwin	63	1,000 00	3,135 65	2,424 82	710 83	885 54	779 76	105 78	234 61	224 93	9 68	105 42	12 00	12 00	93 42
Big Flats	89	1,000 00	4,466 60	4,336 08	130 52	1,328 57	1,320 97	7 60	259 85	259 85	.....	900 52	13 55	900 52	.....
Catlin	88	1,400 00	4,276 68	2,835 89	1,440 79	2,266 01	2,227 40	38 61	150 28	145 40	4 88	631 94	41 62	431 94	200 00
Chemung	104	1,645 00	9,792 85	8,917 82	875 03	2,047 14	1,750 09	297 05	530 06	450 33	79 73	656 03	.....	642 15	13 88
Elmira	50	1,250 00	10,018 64	8,047 70	1,970 94	412 63	194 46	218 17	410 99	410 99	.....	1,135 58	18 54	1,133 08	2 50
Erin	93	1,500 00	4,093 54	3,554 63	538 91	1,124 61	1,045 54	79 07	275 06	272 77	2 29	206 74	23 17	182 17	24 57
Horseheads	73	1,000 00	3,475 66	3,469 48	6 18	676 54	430 54	246 00	308 17	197 26	110 91	952 22	5 50	771 50	180 72
Southport	110	2,000 00	7,214 74	7,079 73	135 01	4,243 97	3,639 69	604 28	534 48	326 91	207 57	497 80	68 45	89 09	408 71
Van Etten	87	1,620 00	4,583 47	3,616 16	967 31	2,169 14	1,804 85	364 29	368 42	358 70	9 72	938 04	85 87	854 47	83 57
Veteran	90	1,440 00	4,486 72	4,015 45	471 27	2,369 29	2,226 20	143 09	365 80	333 26	32 54	262 50	24 09	175 32	87 18
Total	875	$14,555 00	$58,244 76	$50,951 96	$7.292 80	$24,895 34	$22,481 97	$2,413 37	$3,721 05	$3,217 36	$503 69	$7,488 06	$344 11	$6,371 44	$1,116 62

CHENANGO COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Afton	80	$1,750 00	$6,097 99	$4,564 83	$1,533 16	$2,025 34	$289 18	$1,736 16	$318 57	$317 92	$0 65	$315 90	$58 80	$256 15	$59 75
Bainbridge	71	1,775 00	4,970 54	3,605 25	1,365 29	1,424 07	613 25	810 82	738 73	414 80	323 93	419 48	75 75	102 75	316 73
Columbia	83	2,032 54	4,377 98	3,888 33	489 65	1,248 69	425 17	823 52	150 00	79 77	70 23	186 32	152 62	186 32	.....
Coventry	84	1,620 00	4,110 15	3,453 78	656 37	100 00	100 00	.....	174 93	174 93	.....	130 97	96 97	130 97	.....
German	55	637 50	1,824 78	1,824 78	.....	462 50	392 30	70 20	25 78	10 55	15 23	62 89	.....	62 89	.....
Greene	145	3,600 00	8,561 74	6,635 70	1,926 04	4,793 79	3,880 88	912 91	1,042 93	965 90	77 03	1,010 72	85 42	546 52	464 20
Guilford	118	2,505 00	9,619 47	9,503 91	115 56	2,036 43	2,036 43	.....	626 00	626 00	.....	600 00	241 20	600 00	.....
Lincklean	58	1,071 44	12,475 84	6,722 47	5,753 37	682 72	661 63	21 09	27 80	16 12	11 68	34 73	.....	24 00	10 73
McDonough	83	1,319 07	3,031 24	2,389 87	641 37	377 63	264 97	112 66	338 20	186 07	152 13	74 64	5 56	21 35	53 29
New Berlin	88	1,906 35	5,066 61	4,497 21	569 40	4,948 94	4,620 37	328 57	392 04	279 06	112 98	517 11	145 60	198 85	318 26
North Norwich	51	850 69	3,302 13	2,708 64	593 49	640 56	155 22	485 34	114 08	41 43	72 65	114 80	42 00	71 00	43 80
Norwich	75	1,875 00	5,694 81	5,069 01	625 80	915 18	787 38	127 80	219 72	184 96	34 76	266 89	33 61	257 26	9 63
Otselic	81	2,025 00	4,619 98	3,656 46	963 52	787 71	783 87	3 84	81 63	81 61	02	214 21	146 15	213 80	41
Oxford	113	2,560 60	8,043 31	6,969 57	1,073 74	1,157 60	756 19	401 41	390 08	211 55	178 53	352 00	91 21	260 20	91 80
Pharsalia	68	1,700 00	3,509 49	3,336 37	173 12	567 80	495 86	71 94	200 00	152 27	47 73	414 01	18 00	284 56	129 45
Pitcher	60	1,149 67	2,631 23	2,631 23	.....	500 00	419 91	80 09	74 39	43 92	30 47	150 00	31 99	62 99	87 01
Plymouth	88	1,575 00	3,762 53	3,151 43	611 10	1,531 24	501 74	1,029 50	460 76	120 95	339 81	174 22	16 40	84 42	89 80
Preston	57	960 00	2,732 74	2,607 62	125 12	125 35	92 00	33 35	200 00	185 56	14 44	172 48	.....	141 29	31 19
Sherburne	96	2,400 00	6,585 13	5,272 85	1,312 28	971 35	955 92	15 43	397 95	258 60	139 35	335 36	.....	201 96	133 40
Smithville	102	1,980 00	5,152 92	4,624 63	528 29	763 96	732 96	31 00	253 49	139 33	114 16	197 57	7 60	105 82	91 75
Smyrna	90	1,764 00	4,334 80	3,320 55	1,014 25	1,100 00	1,100 00	.....	237 24	237 24	.....	360 25	140 65	360 25	.....
Total	1,476	$37,056 36	$110,505 50	$90,434 58	$20,070 92	$27,160 86	$20,065 23	$7,095 63	$6,464 32	$4,728 54	$1,735 78	$6,104 55	$1,389 53	$4,173 35	$1,931 20

CLINTON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Altona	98	$2,025 00	$6,225 08	$5,286 09	$938,99	$1,219 74	$1,219 74	.....	$57 85	$57 85	.....	$1,798 29	$1,713 54	$1,798 27	.....
Ausable	66	840 00	2,684 17	1,792 83	891 34	200 00	200 00	.....	55 61	55 61	.....	657 55	526 89	646 29	$11 26
Beekmantown	97	1,920 00	4,834 25	4,700 98	133 27	1,073 84	27 00	$1,046 84	415 00	268 09	$146 91	3,080 86	3,080 86	3,080 86	.....
Black Brook	113	2,825 00	5,650 00	5,650 00	.....	800 00	800 00	.....	200 00	200 00	.....	1,432 46	1,432 46	1,432 46	.....
Champlain	88	1,401 70	4,274 16	2,712 27	1,561 89	775 40	553 97	221 43	245 94	242 49	3 45	2,943 28	2,102 65	2,746 65	196 63
Chazy	109	2,029 30	8,129 10	7,965 64	163 46	300 00	300 00	.....	72 33	72 33	.....	2,598 88	2,598 88	2,598 88	.....
Clinton	88	2,200 00	5,287 46	4,664 67	622 79	240 39	239 09	70	253 80	240 47	13 33	1,103 00	1,017 76	1,095 08	7 92
Dannemora	45	1,018 20	4,711 14	2,574 68	2,136 46	413 17	180 00	233 17	480 63	480 63	.....	375 00	275 00	275 00	.....
Ellenburg	111	2,775 00	7,182 39	6,075 71	1,106 68	200 00	145 23	54 77	345 00	112 08	232 92	1,190 82	1,185 20	1,190 82	.....
Moores	135	3,100 00	6,984 43	5,570 46	1,413 97	526 47	455 71	70 76	186 65	172 90	13 75	1,616 36	1,387 98	1,611 81	4 55
Peru	120	1,680 00	6,442 76	4,807 29	1,635 47	457 10	557 10	.....	175 00	123 24	51 76	2,232 07	1,609 86	2,232 07	.....
Plattsburg	103	1,048 00	5,127 78	2,870 61	2,257 17	300 00	199 74	100 26	150 00	85 15	64 85	2,067 07	2,067 02	2,067 07	.....
Saranac	148	3,060 00	9,157 34	7,850 67	1,306 67	2,031 04	1,941 88	89 16	902 76	902 76	.....	1,550 60	1,532 46	1,532 46	18 14
Schuyler Falls	63	840 00	2,325 96	2,114 58	211 38	175 00	70 92	104 08	800 00	76 53	3 47	1,525 10	1,357 68	1,437 58	87 52
Total	1,384	$26,762 20	$79,016 02	$64,636 48	$14,379 54	$8,811 85	$6,890 68	$1,921 17	$3,620 57	$3,090 13	$530 44	$24,071 32	$21,888 29	$23,745 30	$326 02

COLUMBIA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Ancram	92	$1,400 00	$4,304 39	$3,759 43	$544 96	$1,502 74	$969 33	$533 41	$344 60	$344 60	.....	$393 47	$305 18	$320 28	$73 19
Austerlitz	93	1,500 00	3,340 36	3,005 99	334 37	1,055 50	830 95	224 55	84 73	50 17	$34 5	50 67	.....	23 78	26 83
Canaan	80	1,750 00	5,616 77	4,490 16	1,126 61	1,830 48	1,597 21	233 27	226 07	201 32	24 75	361 14	315 62	354 62	6 52
Chatham	150	3,000 00	9,317 24	8,980 95	336 29	700 00	593 98	106 02	370 91	370 91	.....	715 23	624 51	691 78	23 45
Claverack	102	1,500 00	6,153 55	5,744 70	408 85	5,166 64	5,149 37	17 27	337 85	280 06	57 79	1,615 38	214 87	914 87	700 51
Clermont	40	1,000 00	3,787 78	2,948 73	839 05	1,360 85	512 66	848 19	149 07	111 62	37 45	807 69	6 89	122 89	684 80
Copake	79	1,500 00	5,918 45	5,148 30	770 15	616 77	309 75	307 02	141 59	76 83	64 76	417 50	375 50	375 50	42 00
Gallatin	70	1,750 00	5,018 68	3,181 68	1,837 00	504 06	350 64	153 42	510 20	266 03	244 17	568 41	203 95	203 95	364 46
Germantown	39	996 78	4,371 09	4,347 31	23 78	100 00	100 00	.....	520 65	520 65	.....	100 00	21 00	100 00	.....
Ghent	112	2,250 00	7,205 79	7,042 09	163 70	1,705 22	1,316 31	388 91	605 24	498 41	106 83	531 37	192 43	369 12	162 25
Greenport	38	1,000 00	3,242 98	3,081 70	161 28	644 80	628 07	16 73	81 48	60 60	20 88	360 14	49 30	62 90	297 24
Hillsdale	101	1,760 00	4,629 81	3,933 83	695 98	820 70	468 21	352 49	121 11	83 59	37 52	23 09	.....	5 00	18 09
Kinderhook	68	1,400 00	4,848 03	3,645 43	1,202 60	2,657 58	720 52	1,937 06	182 21	157 33	24 88	611 81	146 61	146 61	465 20
Livingston	86	1,500 00	4,766 55	4,303 82	462 73	1,024 72	967 78	56 94	96 66	51 35	45 31	792 91	240 60	665 60	127 31
New Lebanon	87	1,200 00	7,409 91	3,648 62	3,761 29	1,000 00	314 94	685 06	111 81	71 81	40 00	313 56	124 92	257 17	56 39
Stockport	27	750 00	2,645 11	2,174 00	471 11	1,576 14	1,128 33	447 81	101 95	62 10	39 85	50 00	37 02	37 02	12 98
Stuyvesant	46	1,200 00	3,797 42	3,643 49	153 93	665 36	665 36	.....	118 99	118 99	.....	100 00	75 15	75 15	24 85
Taghkonic	69	1,530 00	3,652 95	3,639 94	13 01	1,154 68	839 04	315 64	279 31	279 30	01	272 40	244 20	254 20	18 20
Total	1,379	$26,986 78	$90,026 80	$76,720 17	$13,306 69	$24,086 24	$17,462 45	$6,623 79	$4,384 43	$3,605 67	$778 76	$8,084 71	$3,177 75	$4,980 44	$3,104 27

CORTLAND COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total penditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Cincinnatus	56	$980 00	$4,044 09	$3,031 83	$1,012 26	$500 00	$500 00	.....	$50 00	$26 85	$23 15	$290 34	$58 59	$220 84	$69 50
Cortlandville	105	1,500 00	10,366 25	9,207 59	1,158 66	3,956 18	3,956 18	.....	624 89	609 03	15 86	400 00	309 35	377 75	22 25
Cuyler	80	1,170 00	3,960 77	3,401 34	559 43	251 45	170 13	$81 32	175 59	175 59	.....	111 04	77 85	111 04	.....
Freetown	55	1,375 00	5,698 90	3,759 79	1,939 11	408 56	143 74	264 82	403 48	384 00	19 48	192 13	54 33	69 33	122 80
Harford	52	810 00	4,372 84	3,770 01	602 83	778 44	241 43	537 01	121 32	62 48	58 84	264 43	95 60	193 10	71 33
Homer	108	1,200 00	5,459 09	3,628 99	1,830 10	1,153 11	1,153 11	.....	364 86	364 86	.....	500 00	173 25	500 00	.....
Lapeer	45	1,125 00	3,320 77	2,294 96	1,025 81	560 16	242 70	317 46	121 68	121 68	.....	186 40	49 76	116 89	69 51
Marathon	49	1,225 00	6,911 33	6,872 30	39 03	843 27	634 53	208 74	602 51	523 82	78 69	602 99	70 41	431 81	171 18
Preble	57	650 00	2,920 06	2,169 74	750 32	254 48	14 20	240 28	200 00	70 59	129 41	236 89	61 50	73 43	163 44
Scott	55	1,375 00	3,061 04	1,902 44	1,158 60	523 86	150 75	373 11	71 12	47 40	23 72	195 05	94 00	178 50	16 55
Solon	58	907 20	2,674 37	2,036 37	638 00	1,077 10	1,000 11	76 99	56 59	55 46	1 13	212 68	13 00	147 87	64 81
Taylor	67	1,100 00	4,725 91	2,318 09	2,407 82	500 00	414 08	85 92	200 00	142 22	57 78	455 00	.....	372 48	82 52
Truxton	85	1,260 00	3,991 04	3,639 17	351 87	971 13	760 01	211 12	102 21	53 05	49 16	150 48	126 05	132 05	18 43
Vergil	108	2,700 00	9,523 62	9,125 59	398 03	1,519 68	1,519 68	.....	244 99	244 99	.....	598 55	241 67	598 55	.....
Willet	57	1,425 00	5,602 55	5,195 23	407 32	863 82	792 42	71 40	200 00	190 79	9 21	200 00	.....	193 11	6 89
Total	1,037	$18,802 20	$76,632 63	$62,353 44	$14,279 19	$14,161 24	$11,693 07	$2,468 17	$3,539 24	$3,072 81	$466 43	$4,595 96	$1,425 36	$3,716 75	$879 21

DELAWARE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Andes	165	$3,500 00	$8,269 96	$7,208 28	$1,061 68	$1,458 74	$1,323 66	$135 08	$502 96	$485 15	$17 81	$1,069 54	$239 08	$1,065 49	$4 05
Bovina	78	1,330 90	4,274 48	2,992 15	1,282 33	500 00	353 68	146 32	202 74	184 45	18 29	250 00	146 61	172 71	77 29
Colchester	187	4,675 00	11,485 55	10,610 21	875 34	2,071 10	1,973 56	97 54	500 00	497 47	2 53	221 45	49 62	191 21	30 24
Davenport	86	1,750 00	4,295 17	4,285 76	9 41	849 43	846 36	3 07	346 18	342 40	3 78	414 62	342 04	382 05	32 57
Delhi	106	2,650 00	7,905 19	7,461 26	443 90	1,657 09	1,656 94	15	578 61	578 37	24	1,689 67	387 57	1,689 10	57
Deposit	72	1,575 00	4,419 78	4,164 70	255 08	378 53	204 30	174 23	1,000 00	966 79	33 21	300 00	19 50	250 43	49 57
Franklin	156	3,600 00	10,287 63	8,992 86	1,294 77	832 93	373 21	459 72	643 18	632 78	10 40	1,239 63	349 04	1,084 63	155 00
Hamden	92	2,000 00	5,127 23	3,841 28	1,285 95	1,198 38	534 91	663 47	525 13	331 75	193 38	313 58	221 82	274 57	39 01
Hancock	226	5,400 00	18,331 61	18 331 61	.....	4,000 50	3,900 70	99 80	924 53	924 43	10	1,830 76	137 70	1,818 17	12 59
Harpersfield	81	1,600 00	4,406 93	4,001 19	405 74	607 55	342 84	264 71	236 92	236 92	.....	273 03	197 80	218 80	54 23
Kortright	131	2,800 00	7,701 81	7,079 82	621 99	1,154 44	998 61	155 83	429 25	419 25	10 00	789 71	386 10	789 41	30
Masonville	92	1,440 00	4,140 06	3,917 56	222 50	401 57	366 70	34 87	160 00	157 65	2 35	205 00	171 60	192 60	12 40
Meredith	113	2,400 00	7,007 01	5,436 66	1,570 35	986 91	628 14	358 77	597 56	560 47	37 09	311 93	278 43	311 93	.....
Middletown	156	3,412 50	9,540 42	9,236 59	303 83	1,382 83	705 53	677 30	472 45	240 34	232 11	1,370 23	194 61	1,127 51	242 72
Rocksbury	141	2,450 00	6,949 08	6,819 86	129 22	651 92	290 42	361 50	383 18	252 17	131 01	279 62	185 40	252 40	27 22
Sidney	92	2,300 00	7,393 36	5,907 91	1,485 45	2,080 36	2,080 36	.....	673 25	652 27	20 98	1,243 61	422 24	1,243 61	.....
Stamford	73	1,825 00	8,346 34	7,975 96	370 38	308 09	274 28	33 81	545 30	535 12	10 18	200 46	61 15	129 98	70 48
Tompkins	162	3,150 00	10,063 13	8,126 86	1,936 27	1,123 54	688 89	434 65	213 57	213 37	20	407 60	157 53	265 44	142 16
Walton	149	3,725 00	8,905 89	7,564 77	1,341 12	3,592 34	3,563 43	28 91	983 32	916 46	66 86	1,751 43	274 87	1,751 43	.....
Total	2,358	$51,583 40	$148,850 63	$133,955 32	$14,895 31	$25,236 25	$21,106 52	$4,129 73	$9,918 13	$9,127 61	$790 52	$14,161 87	$4,227 71	$13,211 47	$950 40

DUTCHESS COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Amenia	73	$1,750 00	$6,450 16	$6,063 36	$386 80	$500 00	$56 30	$443 70	$441 98	$81 51	$360 47	$385 92	$94 50	$201 95	$183 97
Beekman	54	1,200 00	3,658 31	3,492 82	165 49	1,167 10	1,166 03	1 07	112 08	112 08	.....	1,058 81	62 46	739 86	318 95
Clinton	90	2,170 00	8,346 37	6,026 60	2,319 77	407 47	327 90	79 57	639 77	511 96	127 81	600 00	30 82	379 97	220 03
Dover	87	2,175 00	6,936 31	6,810 73	125 58	1,362 76	1,248 09	114 67	470 16	410 03	60 13	413 43	219 41	277 41	136 02
East Fishkill	103	1,921 32	6,104 90	5,523 46	581 44	4,861 18	4,841 61	19 57	700 00	648 11	51 89	1,011 59	77 15	971 78	39 81
Fishkill	64	1,550 00	5,014 19	4,690 11	324 08	311 60	283 18	28 42	132 46	30 70	101 76	100 00	23 37	87 37	12 63
Hyde Park	85	3,843 50	14,895 85	14,109 77	786 08	1,579 35	1,198 61	380 74	500 00	491 20	8 80	1,002 60	205 65	583 47	419 13
La Grange	93	2,100 00	6,392 08	6,099 98	292 10	962 25	246 08	716 17	306 48	300 50	5 98	792 28	35 12	393 87	398 41
Milan	86	1,530 00	3,462 74	3,010 41	452 33	1,302 83	1,199 08	103 75	167 31	68 35	98 96	57 51	14 10	23 35	34 16
North East	86	1,750 00	6,047 74	4,554 52	1,493 22	1,380 66	1,380 66	.....	531 17	531 17	.....	1,098 18	269 18	795 89	302 29
Pawling	86	2,150 00	8,454 29	7,422 68	1,031 61	4,216 22	2,610 25	1,605 97	1,354 23	563 49	790 74	1,822 35	363 59	1,608 65	213 70
Pine Plains	61	700 00	3,829 85	2,177 40	1,652 45	708 96	579 88	129 08	102 58	53 87	48 71	300 00	224 12	224 12	75 88
Pleasant Valley	76	1,750 00	8,632 05	8,309 94	322 11	573 16	222 56	350 60	205 02	167 32	37 70	394 63	32 70	32 70	361 93
Poughkeepsie	72	4,000 00	18,146 61	17,092 11	1,054 50	980 50	587 26	393 24	325 21	313 64	11 57	591 38	23 44	23 44	567 94
Red Hook	76	2,641 40	10,192 69	10,151 36	41 33	1,191 55	909 09	282 46	626 90	513 71	113 19	300 80	30 40	230 40	70 40
Rhinebeck	85	3,677 00	16,364 99	14,323 19	2,041 80	926 46	84 94	841 52	646 66	646 66	.....	1,033 99	14 00	66 60	967 39
Stanford	99	2,250 00	12,937 75	8,990 43	3,947 32	850 97	764 66	86 31	670 27	670 27	.....	1,184 83	174 30	1,184 83	.....
Union Vale	79	1,975 00	4,762 65	4,343 33	419 32	1,853 50	1,759 60	93 90	84 45	67 61	16 84	203 68	.....	191 55	12 13
Wappinger	57	1,572 71	5,993 35	5,163 58	829 77	2,159 03	1,687 98	471 05	167 45	80 78	86 67	402 29	15 50	35 50	366 79
Washington	105	2,625 00	10,561 19	7,667 93	2,893 26	8,031 98	8,031 98	.....	900 00	736 75	163 25	1,723 72	379 21	1,723 72	.....
Total	1,617	$43,330 93	$167,184 07	$146,023 71	$21,160 36	$35,327 53	$29,185 74	$6,141 79	$9,084 18	$6,999 71	$2,084 47	$14,477 99	$2,289 02	$9,776 43	$4,701 56

ERIE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total penditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Alden	58	$1,795 24	$8,676 52	$5,414 78	$3,261 74	$1,500 00	$1,448 46	$51 54	$343 92	$343 92	.....	$696 46	$687 46	$696 46	.....
Amherst	108	6,000 00	43,229 79	41,970 21	1,259 58	2,603 05	1,558 55	1,044 51	469 35	469 35	.....	1,157 17	1,157 17	1,157 17	.....
Aurora	76	2,075 00	19,740 58	7,246 27	12,494 31	2,110 79	2,110 79	.....	506 80	506 80	.....	1,268 38	1,005 61	1,268 38	.....
Boston	72	1,400 00	3,437 68	2,928 50	509 18	202 15	119 60	82 55	177 57	167 92	$9 65	214 33	182 45	199 53	$14 80
Brant	41	1,025 00	14,043 78	7,150 02	6,893 76	4,920 16	3,961 51	958 65	467 82	464 59	3 23	458 90	117 85	120 85	338 05
Cheektowaga	75	4,500 00	17,014 19	14,290 85	2,723 34	5,282 50	5,282 50	.....	563 95	314 77	- 249 18	1 870 82	1,766 85	1,870 82	.....
Clarence	121	2,467 22	22 773 65	17,944 77	4,828 88	820 95	820 95	.....	59 20	59 20	.....	578 46	578 46	578 46	.....
Colden	64	1,440 00	4,047 50	2,551 91	1,495 59	465 29	460 58	4 71	281 01	221 75	59 26	274 77	179 49	188 49	86 28
Collins	97	1,100 00	4,366 12	4,149 75	216 37	1,434 32	923 33	510 99	160 00	143 26	16 74	690 41	336 92	685 14	5 27
Concord	122	2,542 00	11,615 49	7,586 38	4,029 11	7,132 99	7,055 31	77 68	750 70	652 94	97 76	1,641 07	1,123 50	1,608 93	32 14
East Hamburg	82	3,516 00	22,428 35	17,709 22	4,719 13	4,798 04	3,954 47	843 57	313 22	261 69	51 53	1,384 55	1,345 95	1,382 95	1 60
Eden	76	2,000 00	7,783 22	4,572 37	3,210 85	1,000 00	870 44	129 56	100 00	86 85	13 15	568 45	252 36	568 45	.....
Elma	76	1,950 00	15,524 70	13,969 04	1,555 66	1,895 58	1,406 34	489 24	570 05	514 07	55 98	1,021 47	765 10	961 72	59 75
Evans	82	2,250 00	30,595 60	12,935 90	17,659 70	2,100 00	1,536 39	563 61	200 00	65 76	134 24	549 88	323 25	453 05	96 83
Grand Island	56	1,468 26	12,642 15	9,019 77	3,622 38	1,492 65	1,237 28	255 37	129 77	119 44	10 33	504 49	461 59	461 59	42 90
Hamburg	83	4,401 05	22,189 87	16,082 13	6,107 74	3,965 59	3,599 53	366 06	641 08	439 25	201 83	1,423 21	1,259 67	1,363 88	59 33
Holland	58	1,050 00	4,521 45	3,304 37	1,217 08	4,655 02	4,655 02	.....	114 57	80 19	34 38	643 30	379 13	599 81	43 49
Lancaster	72	2,360 82	36,060 78	35,054 33	1,006 45	3,646 58	3,646 42	16	211 18	76 07	135 11	2,102 59	2,038 25	2,102 59	.....
Marilla	53	1,325 00	4,712 75	4,434 13	278 62	250 00	250 00	.....	50 00	40 40	9 60	653 72	647 72	653 72	.....
Newstead	104	2,600 00	12,143 39	7,575 99	4,567 40	1,273 78	187 32	1,086 46	417 80	321 88	95 92	851 60	842 80	851 60	.....
North Collins	78	1,350 00	5,280 00	4,754 28	525 72	534 63	500 92	33 71	292 34	265 04	27 30	584 78	462 98	470 98	113 80
Sardinia	74	1,750 00	15,872 24	13,842 05	2,030 19	1,425 11	1,419 03	6 08	336 69	91 96	244 73	863 18	335 30	532 19	330 99
Tonawanda	37	3,000 00	27,942 85	27,604 30	338 55	406 14	6 80	399 34	250 00	189 63	60 37	810 00	514 28	514 28	295 72
Wales	59	1,475 00	4,550 00	3,661 92	888 08	841 53	841 53	.....	100 00	100 00	.....	625 29	625 29	625 29	.....
West Seneca	59	3,000 00	10,703 90	10,210 07	493 83	3,087 32	2,116 95	970 37	549 90	382 20	167 70	1,440 26	1,225 33	1,431 27	8 99
Total	1,883	$57,840 59	$381,896 55	$295,963 31	$85,933 24	$57,844 18	$49,970 02	$7,874 16	$8,056 92	$6,378 93	$1,677 99	$22,877 54	$18,615 76	$21,347 60	$1,529 94

ESSEX COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Chesterfield	96	$2,400 00	$5,835 00	$5,515 62	$319 38	$624 69	$260 93	$363 76	$313 81	$115 09	$198 72	$2,523 17	$910 28	$2,079 98	$443 19
Crown Point	112	1,600 00	3,944 19	3,627 32	316 87	650 52	478 18	172 34	57 57	57 57	.....	732 62	634 57	732 62	.....
Elizabethtown	56	960 00	2,160 00	1,952 95	207 05	1,720 03	1,712 28	7 75	121 01	120 64	37	699 22	683 40	698 31	91
Essex	63	800 00	3,357 99	2,650 27	707 72	284 88	283 70	1 18	332 75	327 44	5 31	1,461 53	925 63	1,461 53	.....
Jay	84	1,200 00	3,495 93	3,300 84	195 09	300 00	300 00	.....	200 00	200 00	.....	1,236 70	606 44	1,236 70	.....
Keene	79	1,975 00	9,339 74	9,217 98	121 76	1,409 70	1,409 70	.....	282 85	282 85	.....	2,144 68	1,072 82	2,098 25	46 43
Lewis	93	1,500 00	7,047 67	7,046 35	1 32	605 00	449 69	155 31	136 92	116 34	20 58	1,855 87	1,348 87	1,855 87	.....
Minerva	92	2,250 00	4,985 06	4,984 99	07	511 18	511 16	02	339 55	313 02	26 53	2,805 65	1,615 30	2,794 55	11 10
Moriah	95	3,500 00	11,315 89	11,295 39	20 50	2,036 54	998 28	1,038 26	537 06	196 68	340 38	3,316 04	790 34	3,297 16	18 88
Newcomb	41	900 00	2,712 77	2,712 77	.....	655 29	655 29	.....	1,161 99	1,161 99	.....	1,095 52	1,064 85	1,095 52	.....
North Elba	54	1,925 32	7,925 52	7,332 56	592 96	2,700 00	2,535 76	164 24	700 00	700 00	.....	2,976 07	1,384 17	2,960 24	15 83
North Hudson	54	1,350 00	3,513 55	3,509 62	3 93	667 38	552 61	114 77	147 71	125 15	22 56	1,230 35	540 90	1,156 59	73 76
St. Armond	23	300 00	1,687 50	922 60	764 90	121 25	91 37	29 88	25 00	18 26	6 74	601 72	220 45	601 72	.....
Schroon	77	1,400 00	3,831 23	3,792 39	38 84	780 01	755 01	25 00	325 66	325 66	.....	1,112 70	469 03	983 66	129 04
Ticonderoga	100	2,500 00	9,953 72	9,778 40	175 32	670 76	670 76	.....	645 51	645 51	.....	2,494 21	560 94	2,494 21	.....
Westport	72	1,250 00	3,946 70	3,379 42	567 28	307 24	272 72	34 52	100 00	82 86	17 14	1,398 26	624 87	1,398 26	.....
Willsboro	60	1,500 00	5,190 34	4,423 81	766 53	546 73	546 73	.....	150 41	150 41	.....	1,542 45	296 16	1,542 45	.....
Wilmington	40	1,000 00	2,084 81	1,985 42	99 39	230 30	230 30	.....	63 59	63 59	.....	1,175 00	479 03	1,164 62	10 38
Total	1,291	$28,310 32	$92,327 61	$87,428 70	$4,898 91	$14,821 50	$12,714 47	$2,107 03	$5,641 39	$5,003 06	$638 33	$30,401 76	$14,228 05	$29,652 24	$749 52

FRANKLIN COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Altamont	25	$788 91	$9,016 08	$2,571 01	$6,445 07	$400 00	$308 80	$41 20	$149 97	$36 70	$113 27	$466 25	$466 25	$466 25	.....
Bangor	65	1,625 00	5,731 25	5,222 87	508 38	2,292 67	404 49	1,888 18	502 83	429 22	73 61	1,187 86	595 24	604 24	$583 62
Belmont	103	1,600 00	4,650 23	4,483 02	167 21	713 02	527 91	185 11	134 56	134 56	.....	1,293 20	1,184 78	1 288 16	5 04
Bombay	70	1,050 00	2,817 88	1,998 19	819 69	804 00	804 00	.....	351 02	315 75	35 27	554 85	520 33	527 23	27 62
Brandon	46	910 00	2,051 17	1,868 48	182 69	200 00	200 00	.....	51 49	51 49	.....	597 99	597 99	597 99	.....
Brighton	44	1,100 00	8,672 13	8,473 24	198 89	202 01	202 01	.....	696 04	696 04	.....	1,429 03	1,259 28	1,429 03	.....
Burke	80	1,400 00	3,566 63	3,542 80	23 83	1,835 42	1,303 27	532 15	376 19	290 07	86 12	712 77	712 77	712 77	.....
Chateaugay	92	2,300 00	6,675 96	4,296 91	2,379 05	1,494 16	1,071 11	423 05	500 00	294 97	205 03	1,320 19	1,245 69	1,309 47	10 72
Constable	59	1,280 00	2,897 11	2,895 07	2 04	546 65	353 65	193 00	100 00	75 94	24 06	657 61	656 31	656 31	1 30
Dickinson	70	1,120 00	2,721 84	2,446 86	274 98	489 04	245 74	243 30	132 50	31 57	100 93	734 41	389 22	699 04	35 37
Duane	40	1,000 00	2,067 14	1,998 67	68 47	671 49	671 49	.....	52 92	46 42	6 50	1,111 86	664 70	926 80	185 06
Fort Covington	58	1,450 00	3,802 28	3,784 19	18 09	1,793 79	1,743 73	50 06	803 88	803 88	.....	535 14	532 14	535 14	.....
Franklin	128	3,200 00	13,058 09	11,870 02	1,188 07	2,529 24	1,858 17	671 07	1,047 15	1,047 15	.....	2,848 73	1,403 15	2,577 15	271 58
Harrietstown	71	1,775 00	14,731 19	14,731 19	.....	400 00	231 59	168 41	541 05	541 05	.....	3,064 20	1,405 92	3,064 20	.....
Malone	156	3,900 00	9,604 64	9,585 06	19 58	6,226 13	6,038 48	187 65	750 00	658 12	91 88	3,041 89	2,586 63	2,977 08	64 81
Moira	81	1,250 00	4,239 81	3,142 05	1,097 76	1,535 76	965 35	570 41	165 84	105 64	60 20	838 73	386 79	704 49	134 24
Santa Clara	66	1,650 00	7,214 04	5,398 40	1,815 64	1,500 50	86 84	1,413 66	1,537 04	102 74	1,434 30	2,040 52	410 80	792 47	1,248 05
Waverly	55	1,320 00	3,700 41	3,234 52	465 89	364 55	343 43	21 12	250 00	212 75	37 25	602 08	595 78	595 78	6 30
Westville	68	1,224 00	2,449 00	2,388 95	60 05	171 94	102 91	69 03	58 37	51 47	6 90	531 31	519 02	522 02	9 29
Total	$1,377	$29,942 91	$109,666 88	$93,931 50	$15,735 38	$24,170 37	$17,462 97	$6,707 40	$8,200 85	$5,925 53	$2,275 32	$23,568 62	$16,132 79	$20,985 62	$2,583 0

FULTON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Bleeker	47	$1,000 00	$2,024 03	$1,998 79	$25 24	$655 77	$655 77	.....	$100 00	$100 00	.....	$992 72	$532 10	$992 72	.....
Broadalbin	73	1,260 00	3,240 13	2,830 22	409 91	3,046 16	3,046 16	.....	200 00	156 98	$43 02	914 83	307 22	914 83	.....
Caroga	45	700 00	1,610 56	863 24	747 32	112 58	112 58	.....	53 53	17 58	35 95	583 20	473 20	582 70	$0 50
Ephratah	70	960 00	4,803 30	2,058 79	2,744 51	344 66	288 76	$55 90	100 00	36 15	63 85	900 00	653 17	735 52	164 48
Johnstown	151	2,800 00	8,196 15	6,050 07	2,146 08	976 61	654 04	322 57	542 98	541 34	1 64	2,540 64	1,130 52	2,262 95	277 69
Mayfield	91	1,800 00	4,189 02	4,189 02	.....	735 46	735 46	.....	100 00	100 00	.....	809 72	617 55	809 72	.....
North Hampton	59	1,475 00	3,828 49	3,659 23	169 26	1,690 70	1,643 00	47 70	64 30	58 15	6 15	1,024 07	243 18	874 18	149 89
Oppenheim	106	2,000 00	4,093 10	4,088 81	4 29	5,868 08	4,343 43	1,524 65	157 91	153 43	4 48	1,601 10	912 79	1,584 79	16 31
Perth	59	900 00	2,915 03	2,483 27	431 76	361 70	361 50	20	22 25	13 30	8 95	419 50	419 50	419 50	.....
Stratford	68	900 00	1,950 64	1,928 20	22 44	606 21	586 16	20 05	52 70	51 20	1 50	560 87	140 60	560 87	.....
Total	769	$13,795 00	$36,850 45	$30,149 64	$6,700 81	$14,397 93	$12,426 86	$1,971 07	$1,393 67	$1,228 13	$165 54	$10,346 65	$5,429 83	$9,737 78	$608 87

GENESEE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Alabama	74	$1,850 00	$6,346 50	$4,831 92	$1,514 58	$11,318 45	$7,206 86	$4,111 59	$8,828 81	$321 99	$506 82	$1,137 98	$890 10	$1,070 51	$67 47
Alexander	64	1,600 00	4,838 48	4,838 48	.....	2,000 00	1,425 89	574 11	300 00	254 81	45 19	900 00	706 15	750 67	149 33
Batavia	88	3,068 16	9,087 61	7,028 41	2,059 20	2,026 00	526 00	1,500 00	562 53	360 41	202 12	2,076 10	2,007 90	2,007 90	68 20
Bergen	52	1,300 00	4,659 28	4,279 21	380 07	1,055 88	1,012 26	43 62	616 01	596 01	20 00	606 95	510 63	563 82	43 13
Bethany	69	1,725 00	5,399 09	4,973 16	425 93	902 10	317 35	584 75	850 14	515 37	334 77	1,119 93	1,018 46	1,021 46	98 47
Byron	71	1,775 00	5,796 13	5,379 71	416 42	2,916 98	2,916 98	.....	532 08	437 51	94 57	1,065 35	892 39	1,065 35	.....
Darien	92	2,300 00	9,280 91	9,149 53	131 38	6,229 84	6,155 82	74 02	305 83	287 85	17 98	1,198 03	901 43	1,070 28	127 75
Elba	59	1,475 00	4,738 92	4,610 57	128 35	1,258 11	1,216 23	41 88	500 00	300 00	200 00	1,325 94	1,024 63	1,197 30	128 64
Leroy	77	1,925 00	7,303 64	7,092 19	211 45	2,458 16	2,437 23	20 93	1,165 93	1,165 93	.....	1,448 81	1,237 60	1,448 81	.....
Oakfield	40	1,033 50	4,046 12	2,691 56	1,354 56	974 22	380 50	593 72	301 15	88 19	212 96	606 33	557 57	557 57	48 76
Pavilion	83	1,750 00	5,728 39	4,706 29	1,022 10	1,000 00	910 15	89 85	502 25	352 50	149 75	687 67	681 67	687 67	.....
Pembroke	78	1,950 00	6,832 46	6,832 46	.....	649 00	415 69	233 31	755 87	687 43	68 44	1,230 34	1,053 20	1,230 34	.....
Stafford	73	1,825 00	6,208 25	6,093 59	114 66	500 00	183 60	316 40	500 00	257 05	242 95	1,324 06	1,224 10	1,324 06	.....
Total	920	$23,576 66	$80,265 78	$72,507 08	$7,758 70	$33,288 74	$25,104 56	$8,184 18	$7,720 60	$5,625 05	$2,095 55	$14,727 49	$12,705 83	$13,995 74	$731 75

GREENE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Ashland	39	$630 00	$1,573 66	$1,449 13	$124 53	$617 83	$362 08	$255 75	$36 16	$24 25	$11 91	$12 00	.....	$9 00	$3 00
Athens	52	1,150 00	7,284 47	3,990 93	3,293 54	110 72	107 93	2 79	50 00	31 41	18 59	200 00	51 10	51 10	148 90
Cairo	126	2,000 00	4,722 54	4,011 91	710 63	800 00	757 47	42 53	208 91	208 91	.....	200 00	20 60	50 51	149 49
Catskill	115	3,131 79	11,652 96	10,323 69	1,329 27	2,732 89	2,154 82	578 07	616 69	582 34	34 35	1,013 06	33 35	772 40	240 66
Coxsackie	82	2,050 00	6,278 59	6,184 82	93 77	663 46	545 02	118 44	548 83	512 66	36 17	1,011 95	77 40	421 76	590 19
Durham	126	2,700 00	10,154 80	10,126 70	2,810 00	1,275 00	1,275 00	.....	706 20	702 26	3 94	500 00	182 30	500 00	.....
Greenville	101	2,000 00	5,922 73	5,902 48	20 25	883 73	883 73	.....	2,956 10	2,885 20	70 90	551 00	147 95	235 46	315 54
Halcott	27	675 00	1,987 43	1,980 88	655 00	143 98	138 87	5 11	26 60	23 10	3 50	59 18	.....	31 13	28 05
Hunter	58	1,450 00	19,720 28	19,414 43	305 85	508 18	479 94	28 24	1,256 02	1,237 69	18 33	4,233 36	236 88	4,187 75	45 61
Jewett	70	1,600 00	4,818 71	4,807 35	1,136 00	635 72	491 50	144 22	324 10	324 10	.....	3 00	.....	.....	3 00
Lexington	70	1,750 00	5,054 57	5,048 35	6 22	3,254 61	3,254 61	.....	102 08	102 01	07	471 13	10 00	299 47	171 66
New Baltimore	96	1,750 00	6,284 92	6,235 70	49 22	754 96	754 96	.....	342 85	342 85	.....	100 00	.....	100 00	.....
Prattsville	37	700 00	1,787 01	1,512 90	274 11	452 50	444 62	7 88	102 24	71 59	30 65	50 31	18 80	37 47	12 84
Windham	63	1,120 00	3,783 54	3,732 58	596 00	783 20	783 88	9 42	90 48	84 73	5 75	124 88	66 53	91 53	33 35
Total	1,062	$22,706 79	$90,981 21	$84,721 85	$6,259 36	$13,626 88	$12,434 43	$1,192 45	$7,367 26	$7,133 10	$234 16	$8,529 87	$844 91	$6,787 58	$1,742 29

HAMILTON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Arietta	63	$1,575 00	$5,624 50	$5,553 60	$70 90	$1,871 90	$751 27	$1,120 63	$392 85	$211 03	$181 82	$2,390 71	$738 25	$2,358 45	$32 26
Benson	17	425 00	1,427 95	1,248 44	179 51	75 00	56 74	18 26	90 49	61 24	29 25	220 90	167 40	220 90	.....
Hope	33	550 00	1,162 67	1,050 47	112 20	99 86	6 00	93 86	79 78	74 01	5 77	450 24	216 00	437 70	12 54
Indian Lake	89	2,225 00	9,388 45	9,322 17	66 28	2,352 44	1,294 96	1,057 48	500 00	493 43	6 57	3,540 00	1,598 05	3,540 00	.....
Inlet	13	464 42	2,850 22	1,808 35	1,041 87	73 25	73 25	.....	142 64	102 16	40 48	1,170 03	172 10	1,015 12	154 91
Lake Pleasant	65	1,625 00	5,592 04	5,564 84	27 20	2,082 39	398 92	1,683 47	478 59	272 37	206 22	2,264 37	1,139 72	2,045 98	218 39
Long Lake	85	2,125 00	11,249 17	11,249 17	.....	3,700 00	3,618 63	81 37	755 51	755 51	.....	4,933 96	2,082 00	4,933 96	.....
More House	30	750 00	2,810 55	2,810 55	.....	694 87	530 70	164 17	416 24	416 24	.....	2,193 75	758 00	1,977 58	216 17
Wells	66	1,650 00	6,031 44	5,603 39	428 05	555 39	436 38	119 01	394 10	294 10	100 00	543 60	432 70	543 60	.....
Total	461	$11,389 42	$46,136 99	$44,210 98	$1,926 01	$11,505 10	$7,166 85	$4,338 25	$3,250 20	$2,680 09	$570 11	$17,707 56	$7,304 22	$17,073 29	$634 27

Herkimer County

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Columbia	87	$1,360 00	$3,422 95	$2,201 31	$1,221 64	$113 18	$58 92	$54 26	$270 46	$94 38	$176 08	$251 65	$42 91	$164 59	$87 06
Danube	56	600 00	2,531 63	2,479 37	52 26	475 27	344 22	131 05	279 09	266 21	12 88	640 17	582 05	606 23	33 94
Fairfield	81	2,025 00	7,441 90	5,981 37	1,460 53	6,160 33	6,135 07	25 26	275 00	259 65	15 35	1,360 00	551 60	1,350 53	9 47
Frankfort	85	2,500 00	12,121 59	11,116 59	1,005 00	1,916 15	612 52	1,303 63	936 68	841 46	95 22	1,974 35	461 75	1,632 25	342 10
German Flats	69	1,000 00	3,731 35	3,630 76	100 59	376 07	291 30	84 77	202 56	22 42	180 14	350 00	318 53	348 38	1 62
Herkimer	64	1,250 00	4,088 89	3,840 50	248 39	12,728 18	2,468 72	10,259 46	335 85	211 50	124 35	936 17	754 08	762 58	173 59
Litchfield	73	1,170 00	2,988 39	1,460 48	1,527 91	158 46	.....	158 46	342 95	40 73	302 22	177 91	123 47	132 47	45 44
Little Falls	54	600 00	2,896 75	2,573 56	323 19	133 74	100 00	33 74	200 00	61 53	138 47	680 00	673 91	679 91	09
Manheim	56	1,500 00	6,611 18	5,937 31	673 87	1,875 34	1,875 34	.....	629 27	624 47	4 80	1,563 00	.....	981 75	581 25
Newport	64	1,440 00	3,596 42	3,493 98	102 44	776 18	776 18	.....	305 21	305 21	.....	144 55	141 55	144 55	.....
Norway	64	980 00	2,979 86	2,188 54	791 32	423 17	209 27	213 90	160 67	45 08	115 59	278 67	.....	.....	278 67
Ohio	62	520 00	1,390 80	1,035 14	355 66	275 67	243 89	31 78	214 70	116 70	98 00	266 80	266 80	266 80	.....
Russia	114	2,250 00	5,524 56	5,493 29	31 27	540 96	463 25	77 71	195 16	194 57	59	713 34	631 74	689 15	24 19
Salisbury	119	1,800 00	4,226 86	4,214 69	12 17	4,593 82	4,523 35	70 47	510 00	469 35	40 65	1,266 97	481 21	1,254 71	12 26
Schuyler	76	1,676 35	5,270 46	4,629 99	643 47	3,147 47	2,913 52	233 95	256 50	250 08	6 42	1,164 41	427 18	1,159 33	5 08
Stark	66	960 00	2,460 47	2,241 95	218 52	527 37	209 46	317 91	101 19	100 96	23	947 06	329 91	947 06	.....
Warren	76	1 120 00	4,024 19	3,321 64	702 55	1,497 71	489 39	1,008 32	801 36	764 74	36 62	568 42	263 83	553 83	14 59
Webb	64	1,000 00	4,829 31	4,448 40	380 91	618 66	504 16	114 50	123 76	60 49	63 27	1,035 30	639 25	985 50	49 80
Wilmurth	73	1,825 00	4,812 83	4,812 83	.....	4,348 16	1,640 14	2,708 02	510 67	393 32	117 35	2,931 91	728 83	2,837 40	94 51
Winfield	51	840 00	2,807 14	2,671 67	135 47	1,290 79	1,290 79	.....	400 00	400 00	.....	200 00	86 50	200 00	.....
Total	1,454	$26,416 35	$87,757 53	$77,770 37	$9,987 16	$41,976 68	$25,149 49	$16,827 19	$7,051 08	$5,522 85	$1,528 23	$17,450 68	$7,505 10	$15,697 02	$1,753 66

JEFFERSON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Adams	86	$2,150 00	$9,330 91	$8,663 52	$667 39	$1,100 00	$586 99	$513 01	$849 95	$631 00	$218 95	$1,341 70	$210 20	$1,233 78	$107 92
Alexandria	177	2,925 00	14,852 35	14,852 35	.....	1,400 00	1,400 00	.....	555 23	555 23	.....	865 02	688 61	865 02	.....
Antwerp	168	2,911 37	18,342 92	18,273 32	69 60	1,808 33	1,808 33	.....	598 32	598 32	.....	667 95	320 32	498 89	169 06
Brownville	111	2,387 18	11,308 16	6,919 43	4,388 73	2,449 03	615 72	1,833 31	2,191 48	2,051 51	139 97	850 00	185 90	540 26	309 74
Cape Vincent	99	1,597 07	13,618 82	11,587 16	2,031 66	714 92	115 47	599 45	400 00	317 82	82 18	439 84	226 90	394 90	44 94
Champion	86	2,001 67	11,195 18	10,977 76	217 42	1,797 34	528 93	1,268 41	796 87	796 87	.....	1,212 96	900 05	1,212 96	.....
Clayton	152	2,583 02	14,009 98	11,722 27	2,287 71	700 00	550 27	149 73	532 49	431 45	101 04	730 75	707 60	730 75	.....
Ellisburg	158	3,950 00	18,201 17	17,003 95	1,197 22	1,291 26	631 08	660 18	809 92	727 47	82 45	631 06	321 14	631 06	.....
Henderson	72	1,779 75	9,090 95	7,532 89	1,558 06	1,050 11	524 42	525 69	692 53	692 53	.....	345 40	192 75	345 40	.....
Hounsfield	88	2,185 00	12,172 13	9,742 08	2,430 05	1,179 89	1,069 38	110 51	444 72	440 41	4 31	516 35	320 60	320 60	195 75
Leroy	145	2,947 65	15,168 50	14,405 91	762 59	1,887 19	1,758 65	128 54	723 32	723 32	.....	529 98	236 52	513 04	16 94
Lorraine	73	1,649 20	8,280 38	8,018 28	262 10	1,222 16	1,115 21	106 95	328 87	328 57	30	903 49	793 14	852 72	50 77
Lyme	93	1,842 45	10,109 38	9,326 72	782 66	495 30	490 71	4 59	558 19	558 19	.....	303 67	116 80	169 92	133 75
Orleans	109	1,665 01	11,352 25	10,877 03	475 22	800 00	758 82	41 18	700 00	570 91	129 09	607 63	332 15	593 22	14 41
Pamelia	62	997 33	5,360 03	5,074 72	285 31	1,123 30	1,116 30	7 00	772 21	772 21	.....	250 00	125 80	219 82	30 18
Philadelphia	69	1,454 23	10,197 02	9,338 18	858 84	1,697 62	739 41	958 21	551 91	551 91	.....	748 25	119 29	408 30	339 95
Rodman	78	1,669 11	9,567 59	9,567 59	.....	1,673 08	1,673 08	.....	512 80	512 80	.....	806 61	623 53	806 61	.....
Rutland	93	2,022 57	12,174 94	11,699 79	475 15	1,500 00	1,500 00	.....	1,591 38	1,591 38	.....	726 26	461 00	666 67	59 59
Thresa	93	2,325 00	9,635 75	9,061 59	574 16	1,379 99	877 14	502 85	628 28	489 85	138 43	942 86	404 92	840 82	102 04
Watertown	72	1,527 08	10,865 47	9,485 89	1,379 58	1,213 23	190 55	1,022 68	812 27	797 80	14 47	1,647 61	327 40	1,449 99	197 62
Wilna	129	2,702 14	12,677 64	12,600 73	76 91	3,864 84	3,864 84	.....	700 00	700 00	.....	2,146 74	753 10	2,145 67	1 07
Worth	51	1,275 00	5,322 68	5,321 34	1 34	194 79	194 79	.....	300 00	300 00	.....	100 00	.....	100 00	.....
Total	2,204	$46,546 83	$252,834 20	$232,052 50	$20,781 70	$30,542 38	$22,110 09	$8,432 29	$16,050 74	$15,139 55	$911 19	$17,314 13	$8,367 72	$15,540 40	$1,773 73

LEWIS COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Croghan	168	$4,200 00	$10,903 76	$8,144 01	$2,759 75	$840 79	$764 65	$76 14	$469 22	$335 63	$133 59	$1,998 98	$623 60	$1,998 98	.....
Denmark	73	1,709 82	5,837 91	3,247 61	2,590 30	660 41	411 67	248 74	364 88	332 23	32 65	1,876 70	875 25	1,695 75	180 95
Diana	128	3,200 00	6,877 60	6,877 60	.....	701 13	701 13	.....	450 00	450 00	.....	1,757 89	829 77	1,464 00	293 89
Greig	76	1,900 00	4,018 16	4,018 16	.....	687 17	583 55	103 62	592 55	592 55	.....	700 00	246 40	601 01	98 99
Harrisburgh	69	1,725 00	4,204 94	2,882 50	1,322 44	1,559 40	305 94	1,253 46	441 00	276 29	164 71	1,559 74	776 20	1,467 00	92 74
High Market	64	1,600 00	3,234 61	2,845 22	389 39	507 43	507 02	41	256 45	253 94	2 51	1,523 34	599 25	1,351 63	171 71
Lewis	66	1,650 00	3,566 20	3,399 34	166 86	500 00	418 27	81 73	606 30	204 80	401 50	998 25	930 84	935 58	12 67
Layden	66	1,650 00	5,933 19	5,618 93	314 26	1,289 09	1,005 17	283 92	1,100 66	1,097 96	2 70	1,930 72	374 86	1,587 99	342 73
Lowville	77	1,925 00	6,086 62	5,113 28	973 34	963 83	264 78	699 05	560 14	511 79	48 35	1,896 96	645 77	1,724 45	172 51
Lyonsdale	68	1,700 00	3,717 80	2,772 04	945 76	517 73	517 73	.....	200 00	200 00	.....	1,315 03	234 90	1,300 97	14 09
Martensburg	127	2,948 50	8,091 55	6,008 41	2,083 14	917 05	581 44	335 61	551 49	391 70	159 79	1,821 53	643 40	1,661 18	160 35
Montague	53	1,325 00	3,309 10	2,591 69	717 41	485 12	195 70	289 42	278 72	116 23	162 49	1,260 72	489 60	1,000 90	259 82
New Bremen	89	2,225 00	4,829 99	4,677 86	152 13	1,645 95	1,382 60	263 35	704 04	694 04	10 00	1,185 03	119 05	1,164 44	20 59
Osceola	45	1,125 00	4,330 11	3,441 27	888 84	1,193 20	1,097 47	95 73	495 64	495 64	.....	1,546 62	479 62	1,546 62	.....
Pinckney	68	1,556 58	3,554 24	3,468 94	85 30	1,547 93	1,392 34	155 59	209 86	139 80	70 06	1,232 83	861 33	929 08	303 75
Turin	61	1,525 00	5,029 74	2,696 51	2,333 43	1,612 31	753 48	858 83	880 62	710 32	170 30	1,613 24	582 10	1,469 10	144 14
Watson	73	1,641 17	4,307 88	4,307 88	.....	617 39	351 65	265 74	292 00	261 94	30 06	1 075 00	461 09	564 28	510 72
West Turin	78	1,935 13	4,276 75	4,264 34	12 41	1,228 39	945 21	283 18	1,062 76	460 50	602 26	2,596 40	972 90	2,596 40	.....
Total	1,449	$35,541 20	$92,110 35	$76,375 59	$15,734 76	$17,474 32	$12,179 80	$5,294 52	$9,516 33	$7,525 36	$1,990 97	$27,889 01	$10,754 93	$25,109 36	$2,779 65

LIVINGSTON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Avon	71	$1,780 59	$6,268 84	$6,255 24	$13 60	$2,422 77	$1,757 45	$665 32	$916 06	$623 78	$292 28	$2,492 56	$978 22	$2,488 02	$4 54
Caledonia	70	1,750 00	5,929 66	5,760 45	169 21	200 00	78 84	121 16	300 00	286 38	13 62	1,375 00	559 60	1,309 60	65 40
Conesus	78	1,200 00	4,285 72	3,857 14	428 58	350 00	319 10	30 90	290 07	290 07	.....	893 95	162 77	737 68	156 27
Geneseo	80	2,615 24	7,890 22	3,775 91	4,114 31	2,226 37	1,538 86	687 51	561 70	394 84	166 86	1,794 56	522 56	1,730 38	64 18
Groveland	79	1,975 00	6,422 62	6,351 04	71 58	2,295 90	1,627 44	668 46	430 23	401 57	28 66	300 81	207 81	213 81	86 19
Leicester	74	1,850 00	5,852 60	5,549 70	302 90	4,258 42	1,998 24	2,260 18	378 58	237 41	141 17	525 18	219 12	219 12	306 06
Lima	55	1,587 57	5,866 65	3,998 11	1,868 54	469 91	45 04	424 87	576 65	365 51	211 14	1,469 32	551 76	1,245 09	224 23
Livona	87	2,201 64	10,266 08	8,799 58	1,466 50	2,373 27	2,372 99	28	589 39	539 58	49 81	1,787 38	507 90	1,705 90	81 48
Mount Morris	93	1,500 00	5,750 81	4,543 00	1,207 81	1,750 00	1,742 09	7 91	344 56	340 09	4 47	1,620 47	308 80	1,607 63	12 84
North Dansville	20	500 00	1,507 65	1,426 63	81 02	1,797 15	1,765 08	32 07	93 35	93 35	.....	850 25	2 67	825 07	25 18
Nunda	79	1,975 00	5,275 00	4,559 06	715 94	2,527 11	1,746 77	780 34	696 88	38 50	658 38	973 42	261 85	359 37	614 05
Ossian	74	1,850 00	18,140 63	4,505 27	13,635 36	434 14	199 31	234 83	655 35	567 64	87 71	261 88	219 88	243 31	18 57
Portage	71	1,250 00	5,473 33	3,406 75	2,066 58	17 727 43	12,960 50	4,766 93	387 92	66 15	321 77	1,213 18	283 84	335 19	877 99
Sparta	80	1,750 00	5,841 89	4,670 68	1,171 21	804 62	360 30	444 32	366 31	251 89	114 42	350 00	136 14	147 68	202 32
Springwater	120	2,800 00	7,759 09	7,307 09	452 00	3,149 82	635 80	2,514 02	593 59	512 63	80 96	1,474 50	358 00	777 50	697 00
West Sparta	60	1,080 00	4,084 30	3,243 31	840 99	1,437 09	1,395 01	42 08	125 18	83 24	41 94	522 70	125 20	204 38	318 32
York	94	2,500 00	10,281 04	9,905 81	375 23	6,600 99	5,185 31	1,415 68	682 63	682 63	.....	2,152 37	2,698 03	2,152 37	.....
Total	1,285	$30,165 04	$116,896 13	$87,914 77	$28,981 36	$50,824 99	$35,728 13	$15,096 86	$7,988 45	$5,775 26	$2,213 19	$20,056 72	$6,104 15	$16,302 10	$3,754 62

MADISON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Brookfield	171	$4,275 00	$14,141 60	$13,539 99	$601 61	$2,394 98	$1,096 35	$1,298 63	$840 57	$840 57	.....	$928 71	$98 32	$655 55	$273 16
Cazenovia	108	2,700 00	14,224 93	14,224 93	.....	1,998 34	286 93	1,711 41	1,210 84	1,210 84	.....	1,041 75	300 26	602 65	439 10
De Ruyter	65	1,625 00	4,712 41	4,526 80	185 61	1,856 16	1,856 16	.....	325 14	325 14	.....	210 54	168 54	210 54	.....
Eaton	129	3,159 47	7,691 08	6,166 88	1,524 20	2,141 02	2,141 02	.....	852 49	852 49	.....	204 18	75 65	143 85	60 33
Fenner	71	1,775 00	4,053 33	3,723 33	330 00	1,446 34	1,441 50	4 84	695 32	694 73	$0 59	348 79	128 22	330 42	18 37
Georgetown	70	1,350 00	2,891 53	2,407 14	484 39	1,910 00	1,905 83	4 17	171 57	87 29	84 28	265 00	174 30	189 30	75 70
Hamilton	85	1,800 00	4,853 24	3,948 75	904 49	262 97	262 97	.....	227 30	227 30	.....	550 00	83 75	507 04	42 96
Lebanon	89	2,225 00	5,702 34	5,480 70	221 64	692 56	324 97	367 59	513 86	513 86	.....	258 32	115 25	217 90	40 42
Lenox	70	1,750 00	7,441 32	6,344 53	1,096 79	3,469 72	3,429 21	40 50	579 90	507 04	72 86	461 40	71 76	335 36	126 04
Lincoln	64	1,600 00	5,146 57	3,930 89	1,215 68	1,124 73	1,000 04	124 69	257 13	245 22	11 91	150 00	115 00	127 00	23 00
Madison	102	2,303 64	9,110 64	8,666 73	443 91	771 83	769 85	1 98	419 60	375 82	43 78	268 30	49 64	221 40	46 90
Nelson	94	2,296 65	11,268 79	11,266 10	2 69	308 37	147 98	160 39	332 70	330 13	2 57	52 88	25 00	25 00	27 88
Smithfield	58	1,307 07	3,203 62	3,203 62	.....	300 62	300 62	.....	414 41	414 41	.....	188 87	153 12	188 87	.....
Stockbridge	72	1,800 00	5,900 98	5,886 67	14 31	693 83	260 85	432 98	197 38	197 38	.....	222 44	158 07	222 44	.....
Sullivan	130	3,250 00	15,549 05	14,808 82	740 23	4,243 76	2,485 57	1,758 19	1,513 41	1,500 66	12 75	1,600 00	171 90	1,515 30	84 70
Oneida	44	1,100 00	9,512 68	4,532 39	4,980 29	1,008 09	940 29	67 80	603 97	245 43	358 54	407 65	407 65	407 65	.....
Total	1,422	$34,321 83	$125,401 11	$112,658 27	$12,745 84	$24,623 32	$18,650 14	$5,973 18	$9,155 59	$8,568 31	$587 28	$7,158 83	$2,296 43	$5,900 27	$1,258 56

MONROE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Brighton	55	$3,000 00	$20,883 27	$16,342 42	$4,540 85	$690 89	$590 23	$100 66	$407 42	$187 79	$219 63	$2,051 59	$713 60	$2,031 62	$19 97
Chili	87	2,500 00	8,965 67	6,249 26	2,716 41	3,757 86	1,436 19	2,321 67	513 77	485 03	28 74	964 11	956 76	956 76	7 35
Clarkson	45	500 00	1,637 09	11,346 59	290 50	2,866 27	2,758 54	107 73	230 62	193 91	36 71	717 70	706 75	706 75	10 95
Gates	59	5,500 00	18,753 58	13,674 88	5,078 70	1,084 69	492 56	592 13	2,287 57	1,506 32	781 25	1,287 12	496 48	1,265 13	21 99
Greece	107	9,901 29	36,540 86	26,182 19	10,358 67	4,041 99	2,431 61	1,610 38	1,705 87	1,651 62	54 25	4,005 12	2,562 44	3,945 92	59 20
Hamlin	76	3,007 86	10,092 39	9,956 64	135 75	1,250 00	1,214 43	35 57	282 15	282 15	.....	1,341 19	1,341 19	1,341 19	.....
Henrietta	74	2,546 32	8,283 40	7,181 30	1,102 10	1,189 56	531 96	657 60	562 13	322 93	239 20	1,020 88	754 71	859 10	161 78
Irondequoit	47	5,190 13	17,748 96	17,684 00	64 96	508 26	.....	508 26	551 42	215 45	335 97	1,431 47	1,431 47	1,431 47	.....
Mendon	87	1,500 00	7,673 22	5,847 57	1,825 65	575 90	575 90	.....	173 77	173 77	.....	900 00	524 90	870 77	29 23
Ogden	81	2,403 79	8,699 33	7,137 62	1,561 71	1,172 74	291 13	881 61	760 05	760 05	.....	1,000 00	650 75	895 57	104 43
Parma	77	2,576 65	11,389 24	10,661 12	728 12	1,000 00	862 27	137 73	200 00	157 53	42 47	1,409 35	1,406 15	1,409 35	.....
Penfield	92	1,500 00	8,913 17	5,420 33	3,492 84	723 95	61 75	662 20	404 05	312 33	91 72	516 36	143 90	244 24	272 12
Perington	81	2,000 00	8,756 72	6,110 86	2,645 86	1,548 10	1,297 60	250 50	685 04	685 04	.....	509 65	477 25	509 65	.....
Pittsford	57	2,189 62	10,248 91	4,176 59	6,072 32	919 88	.....	919 88	300 24	208 32	91 92	1,208 45	681 76	803 36	405 09
Riga	67	2,171 47	7,324 87	5,223 57	2,101 30	1,194 73	1,160 96	33 77	958 23	953 52	4 71	1,138 83	883 85	1,016 96	121 87
Rush	62	1,976 37	6,766 77	6,733 04	33 73	338 96	183 40	155 56	209 12	164 49	44 63	513 25	413 27	488 23	25 02
Sweeden	68	1,250 00	5,088 27	4,869 63	218 64	806 23	384 22	422 01	300 00	222 77	77 23	639 78	455 49	639 78	.....
Webster	75	2,715 60	34,338 54	12,690 18	21,648 36	1,146 03	469 51	676 52	1,389 31	1,389 31	.....	1,500 10	257 60	1,233 39	266 71
Wheatland	71	1,500 00	5,035 94	3,873 41	1,162 53	968 89	905 56	63 33	349 80	286 54	63 26	791 37	657 19	657 19	134 18
Total	1,368	$53,929 10	$237,140 20	$171,361 20	$65,779 00	$25,784 93	$15,647 82	$10,137 11	$12,270 56	$10,158 87	$2,111 69	$22,946 32	$15,515 51	$21,306 43	$1,639 89

MONTGOMERY COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Amsterdam	76	$1,900 00	$15,311 64	$15,160 48	$151 16	$2,800 87	$2,794 64	$6 23	$1,352 21	$1,342 03	$10 18	$1,670 16	$763 33	$1,662 10	$8 06
Canajoharie	89	2,100 00	11,216 74	9,231 75	1,984 99	2,266 76	2,156 04	110 72	1,356 36	1,290 83	65 53	1,512 38	631 75	1,461 67	50 71
Charlestown	87	1,400 00	9,352 58	3,040 65	6,311 93	2,276 25	2,265 00	11 25	213 85	171 33	42 52	798 69	602 84	748 69	50 00
Florida	95	1,400 00	12,153 84	12,030 63	123 21	3,028 43	2,931 71	96 72	816 53	816 53	.....	1,000 00	675 71	844 28	155 72
Glen	82	1,680 00	9,632 46	6,411 56	3,220 90	1,055 54	644 50	411 04	737 24	722 39	14 85	1,022 94	410 84	684 46	338 48
Minden	112	2,400 00	14,190 81	12,635 36	1,555 45	9,913 75	9,638 80	274 95	1,339 26	1,339 26	.....	1,548 32	1,011 05	1,548 32	.....
Mohawk	75	1,925 00	12,755 12	12,687 59	67 53	1,537 19	1,537 14	05	1,318 01	1,317 65	36	1,000 00	585 67	994 72	5 28
Palatine	91	1,750 00	14,360 71	14,239 56	121 15	2,082 61	2,079 34	3 27	629 61	629 61	.....	1,452 65	1,001 92	1,452 65	.....
Root	98	1,575 00	10,427 37	9,230 11	1,197 26	584 66	584 66	.....	1,023 04	1,023 04	.....	874 67	729 00	874 67	.....
St. Johnsville	44	1,100 00	10,592 72	9,510 01	1,082 71	1,175 40	1,175 35	05	282 71	279 74	2 97	175 95	164 70	175 95	.....
Total	849	$17,230 00	$119,993 99	$104,177 70	$15,816 29	$26,721 46	$25,807 18	$914 28	$9,068 82	$8,932 41	$136 41	$11,055 76	$6,576 81	$10,447 51	$608 25

NASSAU COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Hempstead.....	$1,075	$35,250 00	$177,575 23	$121,844 23	$55,731 00	$6,056 89	$4,579 83	$1,477 06	$500 55	$479 63	$20 92	$13,442 22	$365 50	$12,644 93	$797 30
North Hempstead.....	165	25,000 00	113,240 50	72,810 15	40,430 35	3,327 74	.....	3,327 74	3,374 02	1,028 71	2,345 31	14,419 38	2,447 14	6,435 37	7,984 01
Oyster Bay.....	251	15,409 00	75,824 36	42,642 43	33,181 93	1,184 08	120 55	1,053 53	887 03	596 12	290 91	1,016 65	440 99	557 24	459 41
Total.....	1,491	$75,659 00	$366,640 09	$237,296 81	$129,343 28	$10,568 71	$4,700 38	$5,868 33	$4,761 60	$2,104 46	$2,657 14	$28,878 26	$3,253 63	$19,637 54	$9,240 72

Niagara County

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Cambria	65	$1,200 00	$6,298 32	$4,762 26	$1,536 06	$300 00	$300 00	.....	$307 82	$307 82	.....	$620 03	$495 03	$620 03	.....
Hartland	97	2,430 49	6,430 49	5,870 82	559 67	500 00	480 28	$19 72	500 00	482 33	$17 67	796 15	771 65	796 15	.....
Lewiston	73	2,250 00	8,091 22	7,552 92	538 30	856 89	594 53	262 36	780 50	618 40	162 10	492 40	402 25	418 75	$73 65
Lockport	103	2,575 00	11,875 88	8,773 39	3,102 49	604 25	577 11	27 14	294 26	205 17	89 09	804 01	801 43	801 43	2 58
Newfane	107	3,500 00	11,919 58	11,233 36	686 22	2,580 36	2,237 20	343 16	1,020 38	1,020 38	.....	963 45	514 21	962 75	70
Niagara	15	750 00	4,059 17	261 73	3,797 44	1,164 18	867 05	297 13	230 60	27 86	202 74	266 52	195 90	195 90	70 62
Pendleton	56	1,400 00	4,780 78	3,741 08	1,039 70	577 56	450 86	126 70	310 10	283 89	26 21	366 92	345 20	345 20	21 72
Porter	64	1,600 00	5,154 71	5,054 41	100 30	1,049 98	1,038 11	11 87	215 56	211 95	3 61	756 21	427 05	495 55	260 66
Royalton	136	3,400 00	10,692 15	7,471 85	3,220 30	567 65	481 92	85 73	305 84	277 52	28 32	1,909 32	1,742 78	1,767 18	142 14
Somerset	62	2,327 00	9,636 63	9,050 23	586 40	530 93	358 42	172 51	700 00	695 96	4 04	835 73	803 22	834 72	1 01
Wheatfield	73	1,800 00	6,460 57	2,511 75	3,948 82	1,211 65	1,211 65	.....	1,298 16	1,298 16	.....	541 13	532 07	541 07	06
Wilson	83	2,319 27	10,327 27	9,179 32	1,147 95	1,495 84	1,115 41	380 43	500 00	373 94	126 06	1,061 35	610 04	625 69	435 66
Total	934	$25,552 50	$95,726 77	$75,463 12	$20,263 65	$11,439 29	$9,712 54	$1,726 75	$6,463 22	$5,803 38	$659 84	$9,413 22	$ 7,640 83	$8,404 42	$1,008 80

ONEIDA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Annsville	101	$2,500 00	$8,172 69	$6,637 42	$1,535 27	$608 26	$460 69	$147 57	$224 09	$164 94	$59 15	$741 76	$698 15	$737 15	$4 61
Augusta	71	1,578 40	7,178 66	6,016 27	1,162 39	5,852 60	5,852 60	.....	368 50	368 50	.....	315 02	16 71	152 42	162 60
Ava	58	1,450 00	5,817 90	4,415 96	1,401 94	344 42	130 45	213 97	603 04	603 62	2 42	977 99	943 13	943 13	34 86
Boonville	120	2,704 28	8,928 64	8,336 89	591 75	2,490 68	1,305 75	1,184 93	667 08	646 87	20 21	356 19	138 40	218 40	137 79
Bridgewater	49	1,225 00	5,024 78	3,158 26	1,866 52	1,115 44	1,091 64	23 80	.....	.....	.....	.....	.....	.....	.....
Camden	89	2,225 00	7,490 07	6,039 34	1,450 73	1,000 00	559 73	440 27	400 00	334 57	65 43	860 25	679 02	717 62	142 63
Deerfield	68	700 00	5,381 07	2,378 86	3,002 21	770 68	670 50	100 18	165 53	165 53	.....	423 43	402 88	423 43	.....
Florence	102	1,600 00	6,143 86	4,598 14	1,545 72	762 82	762 82	.....	300 00	300 00	.....	500 00	445 26	500 00	.....
Floyde	63	900 00	4,323 60	1,679 28	2,644 32	1,448 46	1,042 51	405 95	123 37	86 00	37 37	616 64	412 68	616 14	50
Forestport	65	1,625 00	5,344 20	4,868 09	476 11	362 26	214 61	147 65	100 25	39 50	60 75	236 72	150 00	160 00	76 72
Kirkland	77	1,925 00	9,114 18	7,109 79	2,004 39	549 85	202 83	347 02	533 22	533 22	.....	572 95	266 61	572 96	.....
Lee	98	2 400 00	8,473 71	8,297 09	176 62	1,357 60	528 19	829 41	320 19	15 25	304 94	720 36	684 06	714 06	6 30
Marcy	71	1,320 00	8,659 86	4,430 29	4,229 57	2,120 01	1,743 74	376 27	198 07	171 23	26 84	177 25	111 80	166 73	10 52
Marshall	80	1,080 00	5,952 64	1,543 35	4,409 29	3,788 62	3,305 11	483 51	523 74	513 69	10 05	165 04	105 67	117 67	47 37
New Hartford	63	2,500 00	10,669 51	10,107 98	561 53	1,099 75	942 35	157 40	766 40	316 56	449 84	300 00	.....	218 74	81 26
Paris	73	1,600 00	6,408 13	4,943 68	1,464 45	372 50	90 84	281 66	223 71	107 93	115 78	211 00	132 50	171 50	39 50
Remsen	70	1,750 00	9,856 25	9,856 25	.....	1,100 20	531 41	568 79	484 40	484 40	.....	262 11	262 11	262 11	.....
Rome	128	2,958 94	14,036 53	6,785 44	7,251 09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sangerfield	69	1,235 14	6,698 05	6,057 24	640 81	1,181 30	800 06	381 24	317 82	157 50	160 32	600 24	534 76	572 26	27 98
Steuben	85	2,038 14	7,230 83	5,655 70	1,575 13	562 88	251 01	311 87	274 67	195 97	78 70	40 00	.....	.....	40 00
Trenton	99	2,475 00	12,355 91	10,292 98	2,062 93	2,536 75	2,347 73	189 02	959 93	924 79	35 14	434 79	333 99	342 24	92 55
Vernon	166	1,605 52	7,639 19	4,776 58	2,862 61	1,365 08	1,364 20	88	126 84	66 49	60 35	254 36	117 14	153 14	101 22
Verona	83	3,600 00	12,274 52	11,575 56	698 96	2,623 06	2,493 41	129 65	300 00	254 39	45 61	400 00	209 81	400 00	.....
Vienna	116	2,900 00	11,636 28	10,163 82	1,472 46	1,260 82	1,219 94	40 88	511 52	433 18	78 34	560 66	.....	436 44	124 22
Western	96	2,160 00	6,761 98	5,214 96	1,547 02	1,778 03	1,776 79	1 24	317 49	312 42	5 07	574 85	569 96	569 96	4 89
Westmoreland	103	2,575 00	10,879 30	7,112 24	3,767 06	519 30	347 24	172 06	200 65	190 01	10 64	231 38	6 50	161 89	69 49
Whitestown	54	2,371 04	10,315 50	7,917 54	2,397 96	690 47	582 84	107 63	300 97	197 42	103 55	502 15	414 41	414 41	87 74
Total	2,317	$53,001 46	$222,767 84	$169,969 00	$52,798 84	$37,661 84	$30,618 99	$7,042 85	$9,314 48	$7,583 98	$1,730 50	$11,035 15	$7,635 55	$9,742 40	$1,292 75

ONONDAGA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Camillus	75	$2,727 38	$10,758 71	$4,536 98	$6,221 73	$2,731 96	$2,650 09	$81 87	$371 66	$234 07	$137 59	$1,144 19	.....	$926 85	$217 34
Cicero	84	1,607 20	4,910 33	4,887 79	22 54	2,647 68	2,617 55	30 13	514 36	511 73	2 63	457 17	$438 25	438 25	18 92
Clay	101	2,173 40	6,638 71	4,988 72	1,649 99	400 00	191 93	208 07	658 91	637 24	21 67	751 96	361 35	511 35	240 61
De Witt	79	3,344 83	16,403 88	15,330 31	1,073 57	1,000 00	56 16	943 84	1,403 74	1,254 23	49 51	719 26	195 50	463 04	256 22
Elbridge	70	1,764 82	6,739 22	5,985 98	753 24	3,189 03	2,905 51	283 52	497 64	497 64	.....	1,028 87	924 50	1,003 50	25 37
Fabius	94	2,280 00	5,410 77	5,408 23	2 54	500 04	499 03	1 01	211 27	210 71	56	300 80	260 06	300 06	74
Geddes	14	1,552 29	5,728 29	5,638 09	90 20	375 25	52 20	323 05	494 72	380 23	114 49	457 70	56 05	324 07	133 63
Lafayette	89	1,900 90	5,314 24	5,314 24	.....	1,622 48	1,196 92	425 56	504 93	500 24	4 69	213 84	124 40	161 52	52 32
Lysander	121	1,920 11	6,032 90	4,731 21	1,301 69	1,527 02	1,426 58	100 44	611 82	464 00	147 82	1,201 17	908 40	1,015 59	185 58
Manlius	112	2,532 09	14,148 61	13,681 95	466 66	4,074 53	828 77	3,245 76	634 33	503 90	130 43	575 36	539 36	575 36	.....
Marcellus	76	1,883 72	6,888 14	4,440 63	2,447 51	1,188 08	725 54	462 54	230 22	90 23	139 99	210 04	70 95	88 95	121 09
Onondaga	153	4,134 16	14,502 20	13,364 78	1,137 42	5,469 58	5,469 58	.....	626 14	626 14	.....	600 00	373 18	496 32	103 68
Otisco	77	1,785 28	5,069 36	4,068 82	1,000 54	152 21	25 59	126 62	221 80	209 15	12 65	241 97	60 60	241 85	12
Pompey	153	2,105 90	10,952 49	9,907 13	1,045 36	1,857 72	277 44	1,580 28	301 88	276 25	25 63	151 17	.....	150 92	25
Salina	30	497 27	3,400 56	3,189 68	210 88	358 39	1 50	356 89	257 78	205 99	51 79	155 14	142 60	142 60	12 54
Skaneateles	95	2,230 86	9,276 91	5,599 97	3,676 94	3,500 00	3,107 50	392 50	755 58	755 58	.....	500 00	163 45	496 18	3 82
Spafford	74	1,371 82	3,451 22	3,202 96	248 26	702 00	71 50	630 50	319 54	111 05	208 49	510 67	530 75	330 75	179 92
Tully	60	1,500 00	7,735 03	5,540 17	2,194 86	225 18	37 01	188 17	260 06	104 01	156 05	412 17	203 65	386 72	25 45
Van Buren	77	2,045 64	6,972 55	5,485 40	1,487 15	4,174 84	3,491 04	683 80	988 02	979 23	8 79	633 12	589 89	624 39	8 73
Total	1,635	$39,357 67	$150,334 12	$125,303 04	$25,031 08	$35,695 99	$25,631 44	$10,064 55	$9,864 40	$8,651 62	$1,212 78	$10,264 60	$5,742 94	$8,678 27	$1,586 33

ONTARIO COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Bristol	83	$1,600 00	$3,625 50	$3,292 08	$333 42	$2,913 80	$2,588 59	$325 21	$310 69	$310 69	.....	$500 00	$233 65	$250 49	$249 51
Canadice	68	1,350 00	3,869 36	3,869 36	.....	687 52	687 52	.....	500 00	497 24	$2 76	300 00	102 72	296 56	3 44
Canandaigua	137	3,425 00	10,725 74	10,703 34	22 40	4,983 14	4,494 22	488 92	570 77	540 77	30 00	1,054 27	343 45	1,029 27	25 00
East Bloomfield	70	1,500 00	4,839 54	4,839 52	02	700 02	700 02	.....	2,150 00	2,150 00	.....	357 55	266 86	266 86	90 69
Farmington	84	1,900 00	5,700 50	5,384 28	316 22	673 00	446 50	226 50	251 71	162 71	89 00	1,050 00	319 60	924 31	125 69
Geneva	40	1,532 50	5,356 01	4,586 27	769 74	410 30	246 63	163 67	369 98	350 67	19 31	393 00	23 80	151 16	241 84
Gorham	107	2,675 00	14,397 45	11,489 33	2,908 12	3,399 11	2,316 09	1,083 02	845 02	620 26	224 76	1,000 00	379 44	998 18	1 82
Hopewell	73	1,825 00	6,342 22	6,283 00	5,922 00	1,000 00	925 01	74 99	500 00	250 84	249 16	1,000 00	236 60	335 15	664 85
Manchester	81	2,025 00	6,739 37	6,692 12	47 25	1,919 65	1,688 09	231 56	521 12	199 09	322 03	741 49	323 87	340 97	400 52
Naples	75	1,875 00	9,044 72	8,927 34	117 38	1,941 64	1,940 23	1 41	634 26	634 26	.....	500 00	329 55	469 65	30 35
Phelps	148	3,700 00	16,802 25	12,659 11	4,143 14	1,874 13	711 89	1,162 24	935 03	994 85	18	2,766 70	575 57	2,141 04	625 66
Richmond	73	1,750 00	6,051 41	5,846 98	204 43	1,200 20	402 78	797 42	600 00	596 82	3 18	524 39	169 86	281 36	243 03
Seneca	106	2,650 00	11,558 47	11,475 58	82 89	1,300 51	153 23	1,147 28	1,138 86	1,105 83	33 03	502 86	260 14	362 74	140 12
South Bristol	64	1,600 00	3,762 55	3,738 17	24 38	1,163 26	1,147 93	15 33	619 04	431 98	187 06	620 98	160 20	187 20	433 78
Victor	89	2,225 00	9,060 13	6,320 36	2,739 77	950 16	249 81	700 35	1,271 07	295 16	975 91	1,012 00	469 63	1,011 70	30
West Bloomfield	50	1,250 00	6,243 00	4,785 02	1,457 98	2,061 57	1,505 51	556 06	588 41	118 88	469 53	364 70	266 65	293 15	71 55
Total	1,348	$32,882 50	$124,118 22	$110,891 86	$13,226 36	$27,178 01	$20,204 05	$6,973 96	$11,865 96	$9,260 05	$2,605 91	$12,687 94	$4,461 59	$9,339 79	$3,348 15

ORANGE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Blooming Grove	73	$1,825 00	$6,729 40	$6,539 56	$189 84	$3,090 66	$2,958 44	$132 22	$1,237 09	$1,234 60	$2 49	$1,500 80	$14 00	$1,483 76	$17 04
Chester	46	1,000 00	3,462 96	3,167 97	294 99	1,474 67	7 17	1,467 50	68 77	11 75	57 02	223 29	8 08	8 08	215 21
Cornwall	50	2,100 00	7,055 37	6,228 21	827 16	1,330 93	1,201 73	129 20	201 34	182 49	18 85	573 50	9 72	540 78	32 72
Crawford	90	1,950 00	5,654 93	5,493 41	161 52	915 48	890 13	25 35	203 54	54 06	149 48	139 91	120 35	123 35	16 56
Deerpark	101	2,164 80	6,474 66	5,578 52	896 14	2,703 01	2,365 57	337 44	159 50	159 50	.....	210 83	93 42	109 19	101 64
Goshen	72	1,800 00	7,896 86	6,881 74	1,015 12	779 41	382 51	416 90	150 00	79 53	70 47	600 00	92 50	115 52	484 48
Greenville	69	1,350 00	3,193 96	2,880 75	313 21	503 89	503 89	.....	50 00	45 17	4 83	50 00	30 85	50 00	.....
Hamptonburg	61	1,525 00	5,366 99	4,535 82	831 17	4,213 42	3,638 03	575 39	44 21	336 05	8 16	846 03	8 10	527 90	318 13
Highlands	48	600 00	1,716 97	1,690 85	26 12	1,241 98	817 10	424 88	41 10	28 10	13 00	33 89	16 50	18 50	15 39
Minisink	57	1,425 00	6,689 73	5,980 72	709 01	421 67	321 21	100 46	75 00	48 06	26 94	125 00	12 79	24 79	100 21
Monroe	44	1,131 18	4,636 39	4,318 91	317 48	300 00	263 61	36 39	1,300 11	1,032 64	267 47	3,597 04	138 93	3,597 04	.....
Montgomery	103	1,750 00	6,166 73	5,961 95	204 78	3,700 00	3,360 57	339 43	230 35	31 25	199 10	560 00	300 25	379 48	180 52
Mount Hope	64	1,606 32	6,536 66	6,534 68	1 98	262 80	227 05	35 75	825 16	825 16	.....	389 22	11 68	356 90	32 32
Newburg	104	3,250 00	11,236 49	11,000 98	235 51	252 04	131 93	120 11	906 30	896 52	9 78	280 18	18 60	99 91	180 27
New Windsor	77	2,122 37	8,349 16	8,349 16	.....	1,400 00	1,314 19	85 81	779 53	779 53	.....	1,446 46	190 67	1,446 46	.....
Tuxedo	45	3,083 50	15,851 67	14,091 84	1,759 83	358 22	22 00	336 22	537 76	406 70	131 06	500 00	51 82	51 82	448 18
Wallkill	166	3,500 00	11,731 74	11,623 70	108 04	2,455 03	2,420 54	34 49	755 81	732 39	23 42	565 94	435 13	552 76	13 18
Warwick	183	4,575 00	15,272 09	15,272 09	.....	4,618 60	4,618 60	.....	500 99	170 99	329 01	1,500 00	194 76	993 34	506 66
Wawayanda	89	1,907 40	5,231 04	4,225 83	1,005 21	632 63	514 25	118 38	115 32	103 70	11 62	173 72	49 80	68 40	105 32
Woodbury	53	1,250 00	17,963 90	16,724 86	1,239 04	521 69	372 69	149 02	200 00	61 04	138 96	385 06	24 34	24 34	360 72
Total	1,595	$39,915 57	$157,217 70	$147,081 55	$10,136 15	$31,176 13	$26,311 19	$4,864 94	$8,380 89	$6,919 23	$1,461 66	$13,700 87	$1,822 29	$10,572 32	$3,128 55

OSWEGO COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Albion	84	$1,871 91	$7,273 05	$6,512 80	$760 25	$368 70	$265 12	$103 58	$462 00	$462 00	.....	$202 66	$38 00	$196 40	$2 26
Amboy	64	1,600 00	3,555 92	2,219 05	1,336 87	390 00	384 41	5 59	220 93	176 93	44 00	93 03	18 65	26 43	66 60
Boylston	50	786 16	1,697 89	1,652 62	45 27	971 92	971 92	.....	38 57	338 57	.....	63 22	49 22	63 22	.....
Constantia	90	2,250 00	9,477 76	8,865 83	611 93	443 52	409 64	33 88	732 82	732 82	.....	1,003 00	233 00	870 00	133 00
Granby	99	2,224 83	7,386 33	6,276 17	1,110 16	312 25	270 26	41 99	207 00	199 35	7 65	2,038 50	1,429 79	1,981 78	56 72
Hannibal	98	2,182 83	7,459 56	7,254 27	205 29	480 47	332 22	148 25	669 39	669 39	.....	1,707 99	1,164 13	1,585 38	122 61
Hastings	100	2,500 00	12,089 69	9,204 47	2,885 22	1,001 86	688 20	313,66	1,951 74	1,951 74	.....	682 68	121 69	547 07	135 61
Mexico	107	2,675 00	12,476 28	8,044 70	4,431 58	1,114 99	1,112 95	2 04	680 99	661 76	19 23	988 17	631 17	980 31	7 86
New Haven	71	1,775 00	10,842 70	10,821 24	21 46	200 00	182 02	17 98	275 00	274 63	37	236 00	40 63	235 41	59
Orwell	62	1,550 00	10,126 77	10,041 31	85 46	530 66	231 60	299 06	680 03	556 78	123 25	603 64	599 83	599 83	3 81
Oswego	62	1,000 00	5,434 39	3,517 45	1,916 94	13,391 68	7,171 38	6,220 30	641 96	585 91	56 05	1,420 63	1,356 03	1,420 63	.....
Palermo	82	2,050 00	7,794 26	5,965 99	1,828 27	907 43	2 25	905 18	971 38	833 92	137 46	419 59	47 40	391 98	27 61
Parish	81	2,025 00	5,850 04	4,808 56	1,041 48	448 52	448 52	.....	1,239 17	1,239 17	.....	210 60	18 65	210 60	.....
Redfield	69	1,725 00	6,273 01	5,744 12	528 89	1,243 26	856 63	386 63	481 06	481 06	.....	561 02	371 98	561 02	.....
Richland	119	2,975 00	13,666 04	12,589 29	1,076 75	3,638 17	1,870 15	1,768 02	1,132 07	737 18	394 89	200 56	18 00	18 00	182 56
Sandy Creek	85	1,903 42	7,157 63	6,443 83	713 85	3,046 13	3,028 79	17 34	713 26	711 14	2 12	331 64	253 98	331 64	.....
Schroeppel	82	2,034 09	8,868 65	6,762 01	2,106 64	1,244 56	715 77	528 79	495 77	431 67	64 10	1,184 26	859 28	1,169 72	14 54
Scriba	78	1,950 00	12,020 83	10,555 55	1,465 28	615 88	558 47	57 41	864 42	720 49	143 93	195 03	6 50	194 37	66
Volney	101	2,525 00	9,491 80	8,134 86	1,356 94	12,977 33	6,120 48	6,856 85	894 12	878 53	15 59	1,630 05	1,025 82	1,589 74	40 31
West Monroe	57	1,425 00	33,373 79	2,883 36	490 43	625 15	242 91	382 24	213 19	213 19	.....	350 00	274 53	279 53	70 47
Williamstown	57	1,425 00	5,691 27	4,869 97	821 30	238 84	217 31	21 53	325 69	304 15	21 54	350 29	342 95	348 95	1 34
Minnetto	16	600 00	2,887 83	935 69	1,952 14	50 26	25 20	25 03	850 00	18 17	31 83	339 69	335 70	339 69	.....
Total	1,714	$41,004 24	$170,895 54	$144,103 14	$26,792 40	$44,241 58	$26,106 20	$18,135 38	$13,940 56	$12,878 55	$1,062 01	$14,812 25	$9,286 93	$13,941 70	$870 55

ORLEANS COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge rund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Albion	52	$1,596 50	$5,177 91	$4,253 27	$924 64	$305 21	.....	$305 21	$337 52	$294 06	$43 46	$951 92	827 64	$928 36	$23 56
Barry	92	2,000 00	7,037 85	6,259 64	778 21	451 80	$219 00	232 80	570 00	550 49	19 51	1,507 45	1,225 60	1,469 87	37 58
Carlton	90	2,250 00	7,555 80	6,946 44	609 36	2,011 73	1,762 10	249 63	700 00	552 24	147 76	1,159 17	806 99	1,025 77	133 40
Clarendon	70	1,750 00	2,410 10	4,645 74	764 36	175 00	.....	175 00	501 79	358 72	143 07	941 75	922 15	922 15	19 60
Gaines	51	1,800 00	5,795 46	5,005 34	790 12	500 00	350 00	150 00	500 00	461 14	38 86	1,059 36	882 77	1,044 61	14 75
Kendall	59	1,649 00	5,483 02	4,441 91	1,041 91	842 68	800 96	41 72	485 50	445 36	40 14	1,019 00	1,000 70	1,006 70	12 30
Murray	70	1,750 00	7,050 23	6,982 97	67 26	1,256 17	1,251 79	4 38	770 87	726 80	44 07	1,422 61	1,185 30	1,419 00	3 61
Ridgeway	86	3,285 19	11,303 43	9,305 00	1,998 43	1,089 23	1,085 71	3 52	500 00	337 22	162 78	1,231 74	932 93	1,229 37	2 37
Shelby	82	2,050 00	6,528 54	6,528 54	.....	1,618 38	1,549 02	69 36	155 21	117 65	37 56	1,054 74	943 19	1,054 74	.....
Yates	68	1,836 76	8,642 93	6,778 41	1,864 52	2,051 10	794 13	1,256 97	414 31	414 31	.....	1,179 26	1,075 96	1,179 26	.....
Total	720	$19,967 45	$69,985 27	$61,147 26	$8,838 01	$10,301 30	$7,812 71	$2,488 59	$4,935 20	$4,257 99	$677 21	$11,527 00	$9,803 23	$11,279 83	$247 17

OTSEGO COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Burlington	105	$1,600 03	$3,757 34	$3,285 86	$471 48	$1,036 66	$1,019 91	$16 75	$537 11	$521 69	$15 42	$268 67	$156 76	$214 79	$53 88
Butternuts	116	2,449 10	5,834 04	5,084 98	749 06	1,793 46	761 66	1,031 80	400 00	315 06	84 94	790 00	63 05	640 33	149 67
Cherry Valley	88	1,697 94	6,598 97	6,598 97	.....	311 97	180 40	131 57	196 79	196 79	.....	352 74	322 74	352 74	.....
Decatur	49	686 07	2,336 70	1,732 95	603 75	626 75	606 82	19 93	102 86	102 25	61	236 69	236 49	236 49	20
Edmeston	94	1,706 76	5,232 22	3,387 51	1,844 71	2,115 94	1,987 52	128 42	406 00	403 07	2 93	730 10	94 25	398 17	331 93
Exeter	65	1,070 69	2,907 36	2,683 29	224 07	305 92	291 35	14 57	131 79	128 63	3 16	168 42	144 70	156 70	11 72
Hartwick	98	1,268 98	3,423 44	2,743 75	679 69	418 32	415 36	2 96	130 31	123 19	7 12	378 06	207 22	377 15	91
Laurens	93	1,376 18	3,159 90	3,141 26	18 64	1,332 53	1,078 29	254 24	269 24	269 24	.....	247 72	189 92	247 72	.....
Maryland	98	2,032 62	4,280 16	3,631 98	648 18	478 94	472 02	6 92	184 23	184 23	.....	663 78	480 40	663 78	.....
Middlefield	141	2,956 29	8,997 00	6,240 61	2,756 39	1,399 67	1,291 95	107 72	1,052 10	1,045 75	6 35	475 00	279 41	449 91	25 09
Milford	91	2,167 44	7,931 74	6,682 29	1,249 45	896 55	152 04	744 51	167 63	167 63	.....	324 68	292 43	324 68	.....
Morris	95	1,612 97	3,230 55	3,137 44	93 11	1,472 54	1,472 54	.....	539 91	539 91	.....	102 82	93 82	102 82	.....
New Lisbon	110	1,674 84	3,463 42	3,059 38	404 04	298 79	298 79	.....	50 00	18 87	31 13	431 53	105 96	319 13	112 40
Oneonta	61	1,124 68	4,274 39	2,515 05	1,759 34	542 57	193 66	348 91	200 00	196 74	3 26	212 28	139 67	212 28	.....
Otsego	120	2,196 45	7,365 61	4,180 45	3,185 16	1,812 56	1,812 56	.....	456 77	287 68	169 09	1,136 83	1,067 83	1,136 83	.....
Otego	83	1,104 47	3,040 16	2,557 01	483 15	573 26	451 95	121 31	170 86	114 62	56 24	177 72	74 05	177 72	.....
Pittsfield	73	1,375 55	3,973 61	2,621 87	1,351 74	618 46	198 64	419 82	263 33	251 68	11 65	352 28	139 22	155 30	196 98
Plainfield	61	1,338 85	4,296 56	4,117 51	179 05	1,710 63	176 28	1,534 35	591 76	188 95	402 81	157 60	36 50	36 50	121 10
Richfield	64	1,320 97	3,774 28	3,475 42	298 86	300 00	205 53	94 47	333 91	333 91	.....	300 00	280 24	283 24	16 76
Roseboom	70	1,383 86	2,776 12	2,177 63	598 49	553 17	393 49	159 68	108 00	90 59	17 41	475 00	421 05	437 05	37 95
Springfield	103	2,265 59	5,997 85	5,273 85	724 00	2,628 04	2,628 04	.....	388 74	388 74	.....	395 28	351 20	395 28	.....
Unadilla	91	1,433 25	4,126 11	3,824 03	302 08	2,952 44	2,907 48	44 96	350 00	350 00	.....	414 00	60 22	414 00	.....
Westford	81	1,216 02	2,588 69	2,570 69	18 00	308 54	243 05	65 49	153 17	113 63	39 54	420 00	330 90	393 40	26 60
Worcester	103	1,793 68	4,734 91	4,057 52	677 39	500 00	414 69	85 31	252 86	139 43	113 43	778 78	684 78	778 78	.....
Total	2,153	$38,853 28	$108,101 13	$88,781 30	$19,319 83	$24,987 71	$19,654 02	$5,333 69	$7,437 37	$6,472 28	$965 09	$9,989 98	$6,252 81	$8,904 79	$1,085 19

PUTNAM COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Carmel	94	$3,000 00	$10,117 67	$8,126 85	$1,990 82	$1,953 23	$1,269 21	$684 02	$1,345 51	$1,332 69	$12 82	$613 61	$186 85	$217 80	$395 81
Kent	96	2,100 00	6,934 76	5,983 19	951 57	331 20	199 88	131 32	346 21	87 20	259 01	232 59	128 65	167 65	64 94
Patterson	62	1,000 00	3,561 06	3,379 73	181 33	1,514 63	263 43	1,251 20	154 07	52 65	101 42	317 32	85 22	93 22	224 10
Phillipstown	95	3,650 00	12,570 63	9,643 00	2,927 63	2,840 87	2,171 46	669 41	249 80	211 41	38 39	547 73	217 55	236 06	311 67
Putnam Valley	80	2,000 00	5,068 99	4,251 61	817 38	431 90	314 41	117 49	197 15	194 06	3 09	129 30	82 70	103 70	25 60
Southeast	82	3,500 00	16,301 15	9,181 08	7,120 07	5,648 23	5,560 07	88 16	746 08	474 89	271 19	1,172 74	68 27	171 47	1,001 27
Total	509	$15,250 00	$54,554 26	$40,565 46	$13,988 80	$12,720 06	$9,778 46	$2,941 60	$3,038 82	$2,352 90	$685 92	$3,013 29	$769 24	$989 90	$2,023 39

RENSSELAER COUNTY

TOWNS	Number or miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Berlin	80	$2,000 00	$5,907 57	$5,103 21	$804 36	$1,225 05	$1,042 41	$182 64	$603 22	$592 89	$10 33	$110 83	$78 20	$81 20	$29 63
Brunswick	90	1,500 00	6,714 09	5,084 41	1,629 68	415 84	261 11	154 73	442 07	442 07	.....	379 70	376 95	376 95	2 75
East Greenbush	52	750 00	3,745 04	1,965 84	1,779 20	167 59	64 16	103 43	44 85	35 35	9 50	237 49	231 49	237 49	.....
Grafton	80	1,200 00	4,517 82	2,654 79	1,863 03	315 64	180 10	135 54	152 24	104 80	47 44	161 53	.....	77 70	83 83
Hoosick	132	2,250 00	10,030 88	6,675 90	3,354 98	3,792 89	3,149 95	642 94	367 19	328 99	38 20	500 00	199 12	265 12	234 88
Nassau	102	2,550 00	6,975 90	4,629 04	2,346 86	1,460 06	1,442 27	17 79	229 90	171 83	58 07	295 37	264 61	291 61	3 76
No. Greenbush	39	750 00	4,363 73	2,457 20	1,906 53	89 17	53 20	35 97	142 13	21 08	121 05	162 03	74 46	77 46	84 57
Petersburg	66	945 00	4,534 04	2,040 44	2,493 60	571 49	522 44	49 05	60 98	60 98	.....	75 00	5 00	49 63	25 37
Pittstown	153	3,300 00	11,490 57	6,182 49	5,308 08	1,552 56	1,285 69	266 87	430 22	166 04	264 18	616 15	174 25	203 45	412 70
Poestenkill	65	1,375 86	4,521 82	2,893 93	1,627 89	461 75	461 75	.....	261 87	118 97	142 90	300 00	.....	18 00	282 00
Sand Lake	92	2,000 00	6,912 20	4,819 59	2,092 61	529 69	426 91	102 78	602 70	155 15	447 55	369 60	276 83	289 83	79 77
Schaghticoke	103	1,940 00	7,608 43	5,098 09	2,510 34	2,527 14	1,094 09	1,433 05	350 43	155 87	194 56	1,103 91	710 85	852 97	250 94
Schodack	128	2,713 50	12,113 83	9,592 91	2,520 92	2,446 03	2,446 03	.....	372 38	99 14	273 24	758 80	739 27	758 80	.....
Stephentown	109	2,250 00	6,697 42	4,687 26	2,010 16	675 60	480 74	194 86	74 68	52 09	22 59	168 84	159 84	168 84	.....
Total	1,291	$25,524 36	$96,133 34	$63,885 10	$32,248 24	$16,230 50	$12,910 85	$3,319 65	$4,134 86	$2,505 25	$1,629 61	$5,239 25	$3,290 87	$3,749 05	$1,490 20

ROCKLAND COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Clarkstown.....	123	$6,500 00	$26,797 76	$24,193 25	$2,604 51	$4,325 38	$3,710 91	$614 47	$846 10	$841 25	$4 85	$615 02	$111 02	$511 69	$103 33
Haverstraw.....	13	1,144 86	4,350 16	3,714 02	636 14	771 77	684 17	87 60	133 45	97 98	35 47	982 56	83 70	124 10	858 46
Orangetown....	63	5,164 03	20,938 07	15,704 47	5,233 60	5,355 84	4,295 71	1,060 13	372 81	335 23	37 58	1,878 90	443 05	1,696 59	182 31
Ramapo.....	123	5,207 54	25,678 21	18,318 60	7,359 61	1,747 44	1,211 99	535 45	1,500 00	977 47	522 53	1,207 71	285 06	1,015 99	191 72
Stony Point....	49	2,275 00	9,232 01	8,033 06	1,198 95	561 32	.....	561 32	203 13	64 69	138 44	500 00	94 83	94 83	405 17
Total.....	371	$20,291 43	$86,996 21	$69,963 40	$17,032 81	$12,761 75	$9,902 78	$2,858 97	$3,055 49	$2,316 62	$738 87	$5,184 19	$1,017 66	$3,443 20	$1,740 99

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Brasher	155	$3,875 00	$9,501 98	$9,501 98	.....	$4,077 62	$4,052 62	$25 00	$878 37	$878 37	.....	$1,726 90	$1,313 00	$1,726 90	.....
Canton	167	4,175 00	12,636 12	11,400 05	$1,236 07	1,607 30	1,350 00	257 30	533 88	502 27	$31 61	2,227 00	1,381 92	2,227 00	.....
Clair	41	1,025 00	2,744 79	1,378 18	1,366 61	738 68	134 10	604 58	144 58	70 33	74 25	382 83	217 85	220 85	$161 98
Clifton	41	1,025 00	4,141 71	4,130 40	11 31	308 48	292 85	15 63	277 50	277 50	.....	737 86	194 54	701 11	36 75
Colton	89	2,225 00	14,929 44	10,214 45	4,714 99	1,070 55	884 12	186 43	529 31	348 01	181 30	776 06	763 40	771 40	4 66
De Kalb	120	3,000 00	9,554 82	9,028 70	526 12	2,457 90	2,450 93	6 97	736 76	734 67	2 09	1,064 49	872 75	1,062 25	2 24
De Peyster	51	1,275 00	3,942 08	3,275 43	666 65	225 00	137 49	87 51	245 53	245 53	.....	303 55	284 80	303 55	.....
Edwards	52	1,300 00	4,171 53	3,345 28	826 25	1,787 89	193 28	1,594 61	367 77	53 31	314 46	246 51	245 27	245 27	1 24
Fine	87	2,175 00	6,155 78	6,155 78	.....	629 04	629 04	.....	323 61	238 68	84 93	1,125 06	1,005 78	1,125 06	.....
Fowler	83	2,075 00	6,947 61	6,889 14	58 47	1,393 57	1,393 57	.....	350 00	350 00	.....	500 00	415 03	500 00	.....
Gouverneur	117	2,925 00	9,879 23	9,779 88	99 35	1,617 55	1,295 13	322 42	697 14	609 70	87 44	420 62	372 60	387 60	33 02
Hammond	74	1,811 96	5,979 37	5,979 37	.....	300 00	300 00	.....	969 02	969 02	.....	408 63	400 62	408 63	.....
Herman	79	1,975 00	15,547 60	8,862 10	6,685 50	250 00	233 33	16 67	616 05	555 99	60 06	350 00	319 10	338 98	11 02
Hopkinton	92	1,836 42	5,017 93	3,927 87	1,090 06	1,012 77	690 21	322 56	499 42	448 29	51 13	385 81	346 70	385 81	.....
Lawrence	87	1,708 77	4,689 68	4,408 05	281 63	794 38	436 55	357 83	163 45	163 45	.....	298 84	262 04	298 84	.....
Lisbon	187	4,675 00	17,473 66	17,377 93	95 73	4,142 91	4,088 60	54 31	570 74	570 74	.....	3,467 09	2,910 93	3,467 09	.....
Lewisville	82	2,050 00	5,106 69	5,100 78	5 91	1,296 51	1,272 31	24 26	580 00	428 45	151 55	411 51	378 11	406 11	5 40
Macomb	78	1,950 00	6,715 02	6,715 02	.....	495 09	495 09	.....	350 00	350 00	.....	210 89	117 50	210 89	.....
Madrid	89	2,225 00	6,326 60	6,325 42	1 18	1,204 42	1,045 47	158 95	483 74	365 83	117 91	1,013 07	768 55	1,006 63	6 44
Messina	84	3,048 15	14,909 47	14,909 47	.....	53,290 20	39,951 65	13,338 55	796 60	796 60	.....	1,355 78	823 08	1,165 75	190 03
Morristown	73	1,825 00	6,936 32	6,775 98	210 34	1,018 65	977 77	40 88	703 11	702 03	1 08	1,080 90	922 06	1,018 86	62 04
Norfolk	93	2,325 00	7,164 93	7,074 50	90 43	2,452 03	1,235 86	1,216 17	200 00	199 38	62	1,163 71	735 55	1,151 85	11 86
Oswegatchie	123	3,075 00	10,840 07	9,301 70	1,538 37	1,975 72	1,535 59	440 13	1,512 97	1,412 28	100 69	1,382 78	957 49	1,298 69	84 09
Parishville	120	2,185 06	4,666 07	4,649 11	16 96	822 83	651 83	171 56	326 99	176 12	150 87	811 81	587 83	653 96	157 85
Piercefield	36	900 00	3,417 20	3,334 47	32 73	338 86	338 86	.....	645 93	645 93	.....	413 49	276 10	413 49	.....
Pierrepont	112	2,551 27	5,870 35	5,154 92	715 43	1,109 02	183 50	925 52	551 23	217 79	333 44	814 26	780 07	783 07	31 19
Pitcairn	55	1,375 00	2,919 57	2,802 14	117 43	918 69	918 69	.....	50 00	47 65	2 35	293 14	253 30	293 14	.....
Potsdam	186	3,650 00	10,781 94	6,844 20	3,937 74	4,030 67	3,927 37	103 30	620 00	620 00	.....	3,409 27	2,278 00	3,409 27	.....
Rosse	66	1,440 00	3,044 36	3,044 36	.....	804 30	804 30	.....	84 32	81 80	252 00	229 39	147 90	222 61	6 78
Russell	125	3,107 67	7,268 03	5,784 09	1,483 94	807 54	805 49	2 05	417 36	416 30	1 06	767 52	325 23	767 52	.....
Stockholm	166	3,722 92	10,768 22	8,334 74	2,433 48	1,266 41	1,266 41	.....	435 88	435 88	.....	1,557 04	1,557 04	1,557 04	.....
Waddington	89	1,816 52	4,546 49	4,546 94	.....	637 42	544 78	92 64	511 78	484 14	27 64	1,063 36	1,056 15	1,063 36	.....
Total	3,099	$74,329 63	$244,645 11	$216,402 43	$28,242 68	$94,882 06	$74,516 23	$20,365 83	$16,173 04	$14,396 04	$1,777 00	$30,399 17	$23,270 09	$29,592 58	$806 59

SARATOGA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Ba'lston	60	$995,93	$3,719 90	$3,535 51	$184 39	$800 00	$482 69	$317 31	$219 32	$219 32	.....	$741 91	$272 55	$439 17	$302 74
Charlton	69	1,233 46	3,334 68	3,328 89	5 79	306 25	223 52	82 73	408 40	408 40	.....	401 96	398 41	400 69	1 27
Clifton Park	101	1,609 55	6,264 85	5,740 62	524 23	1,209 12	569 25	639 87	2,546 27	2,546 27	.....	2,099 48	457 25	2,020 28	79 20
Corinth	66	1,503 83	4,018 32	4,006 36	11 96	1,564 56	646 21	918 35	480 62	480 62	.....	578 92	232 68	464 17	114 75
Day	66	502 14	3,254 28	3,247 60	6 68	102 48	102 48	.....	30 00	18 25	$11 75	125 90	97 40	125 90	.....
Edinburg	52	519 30	2,576 14	2,516 10	60 04	685 04	683 19	1 85	74 66	73 08	1 58	8 00	.....	8 00	.....
Galway	101	1,774 94	4,865 42	4,783 06	82 36	155 76	127 30	28 46	182 64	182 64	.....	830 50	403 75	795 39	35 11
Greenfield	128	1,917 83	5,916 41	5,543 30	373 11	450 72	318 72	132 00	730 46	625 59	104 87	225 58	39 72	220 58	5 00
Hadley	61	1,525 00	4,825 67	4,569 11	256 56	1,319 80	1,283 54	36 26	1,059 34	613 48	445 86	236 31	146 35	212 95	73 36
Half Moon	79	2,318 08	7,843 88	6,879 16	964 72	580 09	508 87	71 22	374 70	184 79	189 91	578 46	519 30	578 46	.....
Malta	59	854 47	3,396 65	3,390 96	5 69	42 63	42 63	.....	25 79	24 95	84	273 93	246 17	253 91	20 02
Milton	93	2,073 88	5,440 69	5,409 29	3,140 00	1,860 51	1,671 49	189 02	531 04	531 04	.....	304 92	214 05	304 92	.....
Moreau	84	1,974 49	6,696 71	6,684 62	12 09	1,386 73	719 12	667 61	157 67	54 02	103 65	309 97	219 10	270 90	39 07
Northumberland	76	1,260 00	3,445 95	2,996 37	449 58	555 55	230 02	325 53	131 93	131 93	.....	350 00	209 60	221 60	128 40
Providence	64	1,305 55	4,534 66	4,397 42	137 24	1,500 36	1,312 42	187 94	83 65	79 04	4 61	272 91	295 84	329 97	42 94
Saratoga	98	1,714 48	6,083 22	4,009 00	2,074 22	1,788 91	1,733 64	55 27	272 70	271 34	1 36	530 20	191 65	509 25	20 95
Saratoga Springs	60	1,500 00	6,213 49	5,936 17	277 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stillwater	100	1,240 97	5,074 64	4,401 53	673 11	505 25	118 32	386 93	297 56	110 46	187 10	449 15	449 15	449 15	.....
Waterford	12	544 93	3,805 57	1,331 94	2,473 63	321 27	319 75	1 52	49 50	21 75	27 75	315 66	120 97	285 97	29 69
Wilton	82	1,317 03	5,649 26	5,356 08	293 18	400 00	44 27	355 73	100 00	31 59	68 41	300 00	108 97	123 00	177 00
Total	1,511	$27,685 86	$96,960 39	$88,063 09	$8,897 30	$15,535 03	$11,137 43	$4,397 60	$7,756 25	$6,608 56	$1,147 69	$9,083 76	$4,622 91	$8,014 26	$1,069 50

SCHENECTADY COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Duanesburg	147	$2,400 00	$10,091 67	$9,436 32	$655 35	$3,863 99	$674 96	$3,189 03	$1,657 93	$1,611 40	$46 53	$1,307 73	$1,126 53	$1,197 53	$110 20
Glenville	109	2,725 00	14,012 12	13,193 04	819 08	2,090 05	1,510 02	580 03	819 95	759 02	60 93	1,350 69	1,102 65	1,107 65	243 04
Niskayuna	37	1,983 67	10,191 51	8,427 95	1,763 56	2,578 18	2,401 31	176 87	450 68	450 68	.....	340 93	98 30	140 88	200 05
Princetown	46	840 00	5,064 19	3,592 54	1,471 65	858 91	858 91	.....	151 46	131 91	19 55	300 00	277 90	300 00	.....
Rotterdam	74	2,100 00	12,390 55	11,511 80	878 75	4,554 34	4,554 34	.....	652 37	646 92	5 45	1,214 31	1,111 65	1,214 31	.....
Total	413	$10,048 67	$51,750 04	$46,161 65	$5,588 39	$13,945 47	$9,999 54	$3,945 93	$3,732 39	$3,599 93	$132 46	$4,513 66	$3,717 03	$3,960 37	$553 29

Schoharie County

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Blenheim	63	$1,000 00	$2,522 40	$2,103 44	$418 96	$749 30	$125 92	$623 38	$32 66	$17 25	$15 41	$110 22	$13 68	$108 08	$2 14
Broome	110	1,432 00	2,957 61	2,727 09	230 52	622 25	417 85	204 40	101 88	98 25	3 63	178 00	36 50	173 02	4 98
Carlisle	63	1,542 00	4,832 42	3,442 26	1,390 16	1,359 55	427 14	932 41	203 24	115 18	88 06	1,044 30	522 41	960 80	83 50
Cobleskill	59	1,475 00	5,655 16	4,314 62	1,340 54	543 09	282 04	261 05	420 32	60 78	359 54	2,227 44	258 28	1,121 97	1,105 47
Conesville	75	1,300 00	2,825 78	2,462 53	363 25	341 43	320 65	20 78	675 58	474 44	201 14	173 11	78 97	96 97	76 14
Esperence	40	1,000 00	3,476 81	3,425 11	51 70	989 39	437 94	551 45	4,327 39	4,302 07	25 32	434 97	396 53	415 64	19 33
Fulton	115	1,665 00	3,631 34	3,392 76	238 58	616 81	612 15	4 66	594 26	550 10	44 16	576 73	137 37	502 02	74 71
Gilboa	122	3,050 00	6,512 58	5,024 47	1,488 11	975 64	953 67	21 97	487 67	442 70	44 97	200 00	142 25	200 00	.....
Jefferson	90	1,440 00	3,599 73	2,515 16	1,084 57	498 12	285 38	212 74	500 00	483 47	16 53	1,086 52	398 35	1,086 52	.....
Middleburg	101	1,800 00	4,828 54	3,606 18	1,222 36	4,662 98	4,527 24	135 74	331 29	91 21	240 08	700 17	136 27	594 66	105 51
Richmondville	71	1,162 70	3,269 89	2,455 63	814 26	329 28	265 99	63 29	109 22	91 70	17 52	1,122 56	146 30	656 80	465 76
Schoharie	54	760 85	2,995 10	2,332 42	662 68	8,565 55	8,560 14	5 41	137 93	39 21	98 72	466 91	124 83	149 33	317 58
Seward	78	1,540 00	5,210 44	3,513 51	1,696 93	1,078 80	616 98	461 82	740 43	716 52	23 91	324 00	276 39	285 39	38 61
Sharon	75	1,860 00	4,986 55	4,349 22	637 33	1,052 16	1,037 04	15 12	726 51	712 93	13 58	2,046 34	590 45	2,022 18	24 16
Summit	79	1,170 00	4,613 19	1,592 87	3,020 32	314 03	170 91	143 12	185 34	64 94	120 40	637 34	396 67	636 87	47
Wright	64	1,020 00	2,503 46	2,232 79	270 67	1,763 12	1,761 87	1 25	127 33	106 82	20 51	412 69	294 09	371 34	41 35
Total	1,259	$23,217 55	$64,421 00	$49,490 06	$14,930 94	$24,461 50	$20,802 91	$3,658 59	$9,701 05	$8,367 57	$1,383 48	$11,741 30	$3,949 34	$9,381 59	$2,359 71

SCHUYLER COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Catharine	72	$1,800 00	$4,634 79	$4,125 67	$509 12	$177 50	$86 49	$91 01	$167 67	$167 67	.....	$127 76	$19 20	$67 77	$59 99
Cayuta	36	525 00	1,900 04	1,238 73	661 31	966 37	966 37	.....	83 05	26 91	$56 14	95 09	2 10	25 23	69 86
Dix	90	2,250 00	4,580 06	4,166 80	413 26	371 78	364 23	7 55	366 75	211 99	154 76	750 00	.....	561 00	189 00
Hector	249	4,200 00	13,140 09	11,151 31	1,988 78	3,137 39	2,984 57	152 82	951 07	921 07	30 00	921 72	133 72	616 53	305 19
Montour	41	1,025 00	3,037 88	2,382 48	655 40	400 00	396 10	3 90	146 95	67 55	79 40	750 00	.....	537 00	213 00
Orange	115	1,500 00	3,277 82	3,174 73	103 09	952 62	952 62	.....	304 40	298 09	6 31	229 33	40 40	227 55	1 78
Reading	61	900 00	3,451 03	3,158 18	292 85	1,959 71	1,955 11	4 60	155 44	134 56	20 88	54 65	.....	16 70	37 95
Tyrone	98	1,800 00	4,462 67	3,719 55	743 12	366 56	366 44	12	677 73	677 73	.....	416 12	65 65	277 96	138 16
Total	762	$14,000 00	$38,484 38	$33,117 45	$5,366 93	$8,331 93	$8,071 93	$260 00	$2,853 06	$2,505 57	$347 49	$3,344 67	$261 07	$2,329 74	$1,014 93

SENECA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Covert	70	$1,750 00	$9,105 00	$3,794 20	$5,310 80	$977 41	$661 37	$316 04	$568 87	$568 87	.....	$576 93	$42 50	$494 94	$81 99
Fayette	142	2,000 00	9,300 62	7,701 80	1,598 82	1,147 54	226 49	921 05	539 27	397 75	$159 52	502 18	386 75	399 77	102 41
Junius	63	1,050 00	2,701 65	2,487 18	214 47	162 98	69 95	93 03	150 42	132 86	17 56	308 60	215 63	221 63	86 97
Lodi	77	1,925 00	7,105 51	5,313 02	1,792 49	943 69	943 69	.....	895 47	895 47	.....	648 72	47 45	648 72	.....
Ovid	71	1,775 00	6,325 10	5,686 61	638 49	596 85	596 85	.....	1,520 43	1,520 43	.....	1,600 00	60 12	1,600 00	.....
Romulus	84	1,750 00	6,258 22	5,542 49	715 73	657 99	148 55	509 44	778 55	727 75	50 80	309 73	76 60	76 60	233 13
Seneca Falls	38	1,255 90	6,883 43	3,348 70	3,534 73	1,401 84	200 95	1,200 89	215 18	39 31	175 87	727 08	223 20	223 20	503 88
Tyre	52	1,300 00	3,687 27	3,424 46	262 81	388 16	35 53	352 63	166 14	47 35	118 79	362 00	109 43	109 43	252 57
Vorick	61	1,000 00	3,008 46	2,916 05	92 41	504 92	270 34	234 58	209 17	209 17	.....	641 82	298 24	307 41	334 41
Waterloo	46	1,550 00	5,542 04	3,964 41	1,577 63	300 00	50 11	249 89	384 99	382 63	2 36	161 50	49 64	52 64	108 86
Total	704	$15,355 90	$59,917 30	$44,178 92	$15,738 38	$7,081 38	$3,203 83	$3,877 55	$5,428 49	$4,903 59	$524 90	$5,838 56	$1,509 56	$4,134 34	$1,704 22

STEUBEN COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Addison	51	$1,275 00	$4,150 82	$3,124 33	$1,026 49	$688 50	$688 50	.....	$286 50	$206 19	$80 31	$400 00	$34 07	$285 87	$114 13
Avoka	82	1,200 00	4,220 57	2,489 33	1,731 24	3,361 86	3,349 78	$12 08	254 06	249 46	4 60	316 80	72 12	316 66	14
Bath	207	5,175 00	14,204 57	14,123 72	80 85	3,677 10	3,367 76	309 34	1,353 47	1,350 86	2 61	2,008 56	193 61	2,007 98	58
Bradford	57	900 00	2,769 47	1,880 85	888 62	472 15	18 78	453 37	116 00	34 77	81 23	310 00	27 89	161 53	148 47
Cameron	106	2,650 00	13,090 11	10,084 84	3,005 27	1,054 13	1,030 47	23 66	308 01	286 97	21 04	984 10	8 00	974 72	9 38
Campbell	85	1,320 00	12,781 43	11,788 33	993 10	983 16	942 09	41 07	617 72	528 30	89 42	370 40	34 80	173 53	196 87
Canisteo	94	2,350 00	10,468 12	10,422 37	45 75	2,213 62	1,868 13	345 49	940 32	900 31	40 01	1,209 26	83 63	1,191 53	77 73
Caton	91	2,275 00	9,565 96	8,557 28	1,008 68	600 00	263 13	336 87	396 63	396 63	.....	609 32	34 89	586 86	22 46
Cohocton	129	2,400 00	11,991 50	8,574 02	3,417 48	1,802 45	1,794 67	7 78	733 17	696 77	36 40	1,032 66	492 90	950 05	82 61
Corning	87	2,175 00	14,061 45	13,767 06	294 39	1,271 39	1,206 20	65 19	422 10	419 87	2 23	797 61	23 30	637 90	159 71
Dansville	124	2,100 00	6,244 13	4,815 90	1,428 23	8,962 89	6,700 37	2,262 52	515 18	510 37	4 81	608 26	25 35	401 60	206 66
Erwin	59	800 00	2,509 84	2,448 72	61 12	811 06	785 26	25 80	987 84	959 44	28 40	818 77	35 50	775 48	43 29
Freemont	81	2,000 00	8,852 32	5,983 08	2,869 24	1,827 07	1,443 92	383 15	342 12	330 56	11 56	600 00	23 00	581 23	18 77
Greenwood	96	2,400 00	9,899 70	9,702 62	197 08	1,015 28	960 91	54 37	792 29	684 44	107 85	934 69	32 00	617 40	287 29
Hartsville	67	1,675 00	3,802 30	3,802 30	.....	2,693 78	2,552 72	141 06	326 60	325 50	1 10	75 00	3 40	75 00	.....
Hornby	91	1,530 00	4,551 85	3,830 87	720 98	518 87	496 89	21 98	394 96	394 96	.....	271 04	27 70	74 42	196 62
Hornellsville	90	2,250 00	8,937 53	8,071 21	866 32	4,570 16	4,554 98	15 18	433 70	428 25	5 45	505 61	48 95	483 65	21 96
Howard	147	3,675 00	14,394 37	9,976 48	4,417 89	595 07	427 83	167 24	451 43	362 47	88 96	646 72	89 90	611 75	34 97
Jasper	112	2,800 00	6,510 47	6,121 59	388 88	741 91	514 95	226 96	234 79	133 20	101 59	786 13	86 70	657 91	128 22
Lindley	76	1,200 00	4,003 97	3,517 94	486 03	8,641 76	5,618 10	3,023 66	457 14	457 14	.....	500 72	113 48	281 49	219 23
Prattsburg	117	2,925 00	6,437 55	5,520 98	916 57	1,473 88	490 83	983 05	700 01	660 48	39 53	1,090 03	394 51	518 40	571 63
Pulteney	87	2,175 00	6,351 42	5,912 32	439 10	619 97	239 65	380 32	300 05	163 11	136 94	780 29	7 60	610 11	170 18
Rathbone	88	2,160 00	9,204 23	5,669 02	3,535 21	734 33	229 58	504 75	436 58	414 90	21 68	1,117 86	5 49	842 44	275 42
Thurston	89	1,600 00	4,685 20	2,889 99	1,795 21	700 23	609 65	90 58	229 49	180 64	48 85	775 98	25 50	296 92	479 06
Troupsburg	122	3,050 00	7,193 42	7,193 18	24	3,286 49	3,104 75	181 74	145 59	145 59	.....	308 88	20 20	211 85	97 03
Tuscarora	80	2,000 00	4,265 45	3,471 08	794 37	607 59	277 66	329 93	601 11	572 83	28 28	765 82	17 10	202 84	562 98
Urbana	98	2,450 00	8,747 76	6,624 26	2,123 50	923 98	416 15	507 83	857 10	411 42	445 68	2,611 35	193 02	1,743 47	867 88
Wayland	90	2,000 00	10,110 45	5,999 98	4,110 47	353 90	79 28	274 62	212 55	188 41	24 14	1,076 45	165 75	1,076 45	.....
Wayne	53	1,325 00	5,534 79	3,438 87	2,095 92	300 83	79 35	221 48	115 64	99 55	16 09	341 85	4 25	57 20	284 65
West Union	100	2,500 00	5,989 27	5,550 88	438 39	903 33	600 25	303 08	206 54	96 13	110 41	647 11	89 30	444 14	202 97
Wheeler	113	2,430 00	6,468 24	5,902 25	565 99	1,574 00	1,225 27	348 73	381 59	381 59	.....	315 18	6 22	310 78	4 40
Woodhull	125	1,776 32	7,087 25	6,530 08	557 17	2,524 38	2,454 56	69 82	500 27	422 13	78 14	402 25	39 75	279 25	123 00
Total	3,094	$68,541 32	$249,085 51	$207,785 73	$41,299 78	$60,505 12	$48,392 42	$12,112 70	$15,050 55	$13,393 24	$1,657 31	$24,048 70	$2,459 88	$18,440 41	$5,608 29

SUFFOLK COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Babylon	128	$4,089 65	$31,756 98	$16,035 26	$15,721 72	$1,646 53	$791 85	$854 68	$1,009 48	$849 81	$159 67	$12,315 99	$319 50	$4,817 81	$7,498 18
Brookhaven	471	20,860 96	158,454 42	120,926 73	37,527 69	4,008 51	2,737 40	1,271 11	1,170 60	1,039 83	130 77	4,519 15	641 71	4,461 28	57 87
East Hampton	153	6,052 73	41,186 75	33,222 33	7,964 42	295 81	269 68	26 13	872 49	868 22	4 27	1,710 57	567 90	1,616 01	94 56
Huntington	267	14,106 55	88,189 29	73,962 69	14,226 60	1,829 92	1,417 06	412 86	1,066 32	850 05	216 27	2,081 88	152 12	1,019 45	1,062 43
Islip	201	25,953 60	96,621 13	95,321 12	1,300 01	3,000 00	2,282 35	717 65	707 29	706 93	36	2,504 95	1,315 43	2,404 02	100 93
Riverhead	138	5,774 86	37,437 54	29,347 03	8,090 51	1,206 57	1,035 25	171 32	1,134 40	979 00	155 40	2,494 41	714 98	2,086 58	407 83
Shelter Island	20	2,050 00	8,115 29	6,510 96	1,604 33	108 58	11 50	97 08	322 07	108 13	213 94	607 81	65 55	498 17	109 64
Smithtown	126	6,106 10	32,050 50	21,054 39	10,996 11	1,020 09	1,011 29	8 80	596 70	577 68	19 02	900 00	166 10	893 73	6 27
Southampton	325	11,980 56	104,011 61	86,686 09	17,325 52	7,962 99	5,708 49	2,254 50	2,620 00	2,591 05	28 95	21,267 46	1,236 35	20,027 81	1,239 65
Southold	124	7,469 53	45,097 26	39,626 56	5,470 70	5,655 23	5,446 88	208 35	1,344 01	1,168 06	175 95	3,865 57	1,515 12	3,370 94	494 63
Total	1,953	$104,444 54	$642,920 77	$522,693 16	$120,227 61	$26,734 23	$20,711 75	$6,022 48	$10,843 36	$9,738 76	$1,104 60	$52,267 79	$6,694 76	$41,195 80	$11,071 99

SULLIVAN COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Bethel	162	$4,050 00	$10,076 99	$8,340 36	$1,736 63	$491 77	$156 10	$335 67	$524 73	$228 70	$296 03	$434 91	$338 80	$421 24	$13 67
Calicoon	120	3,000 00	7,034 66	5,949 19	1,085 47	400 61	396 09	4 52	560 00	535 29	24 71	97 15	.....	93 50	3 65
Cochecton	78	1,950 00	5,779 54	4,910 06	869 48	767 87	39 50	728 37	592 51	409 08	183 43	542 09	.....	254 17	287 92
Delaware	88	2,100 00	5,798 37	4,207 63	1,590 74	792 46	299 31	493 15	300 00	173 49	126 51	254 76	77 88	254 76	.....
Fallsburg	201	4,464 00	13,570 65	13,400 34	170 31	1,709 47	1,551 51	157 96	950 39	869 01	81 38	1,203 65	555 62	986 75	216 90
Forestburg	66	1,485 00	5,751 51	5,589 14	162 37	400 00	396 28	3 72	100 00	98 03	1 97	50 00	.....	29 00	21 00
Fremont	120	3,000 00	6,518 50	6,435 44	83 06	804 99	610 25	194 74	100 00	52 23	47 77	594 92	158 57	573 13	21 79
Highland	77	1,925 00	5,305 53	5,035 97	269 56	424 69	103 50	321 19	670 00	617 55	52 51	429 83	.....	25 21	404 62
Liberty	186	4,650 00	13,146 02	13,146 02	.....	2,278 89	2,278 89	.....	1,470 88	1,470 88	.....	1,298 28	786 96	1,298 28	.....
Lumberland	84	1,867 20	7,226 00	7,177 39	48 61	1,097 03	936 86	160 17	206 40	206 40	.....	252 30	43 26	222 00	30 30
Mamakating	189	3,500 00	8,678 86	8,678 86	.....	3,987 96	3,987 96	.....	408 95	408 95	.....	850 00	.....	806 19	43 81
Neversink	144	3,600 00	7,759 70	6,598 70	1,161 00	1,086 71	679 45	407 26	154 22	84 11	70 11	633 85	170 19	365 19	268 66
Rockland	144	3,600 00	11,822 49	10,231 02	1,591 47	1,858 44	1,832 04	26 40	552 41	443 84	108 57	1,575 00	161 50	1,289 06	285 94
Thompson	176	3,600 00	8,586 59	7,329 89	1,256 70	1,171 53	654 80	516 73	1,389 68	1,382 49	7 19	1,711 99	24 00	937 56	774 43
Tuston	66	1,650 00	6,418 83	6,253 83	165 00	828 33	747 80	80 53	362 96	318 07	44 89	520 87	63 77	499 27	21 60
Total	1,901	$44,441 20	$123,474 24	$113,283 84	$10,190 40	$18,100 75	$14,670 34	$3,430 41	$8,343 19	$7,298 12	$1,045 07	$10,449 60	$2,380 55	$8,055 31	$2,394 29

TIOGA COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Barton	132	$2,072 52	$6,523 14	$4,424 09	$2,099 05	$3,000 00	$2,627 54	$372 46	$700 00	$414 25	$285 75	$708 24	$49 00	$94 00	$614 25
Berkshire	58	1,129 56	3,479 12	3,013 80	465 32	550 00	550 00	.....	588 98	588 98	.....	300 00	49 06	300 00	.....
Candor	191	3,834 21	8,890 57	8,890 57	.....	3,500 00	3,422 75	77 25	534 65	534 65	.....	400 00	65 15	254 53	145 47
Newark Valley	89	1,892 43	4,726 00	2,819 96	1,906 04	776 34	550 21	226 13	155 30	56 43	98 87	528 33	62 00	95 00	433 33
Nichols	73	1,227 31	3,903 17	3,599 43	303 74	1,305 06	604 31	700 75	411 18	305 51	105 67	1,469 98	7 75	862 63	607 35
Owego	224	4,132 03	10,715 48	10,709 43	6 05	5,412 63	5,386 54	26 09	500 00	500 00	.....	500 00	141 18	500 00	.....
Richford	73	1,539 07	3,383 41	3,367 52	15 89	1,547 43	1,487 20	60 23	402 50	359 95	42 55	867 27	291 31	843 81	23 46
Spencer	100	1,757 76	6,090 43	4,730 26	1,360 17	1,699 23	1,007 63	691 60	452 55	252 51	200 04	228 39	24 86	155 99	72 40
Tioga	127	2,191 86	7,808 88	5,686 87	2,122 01	3,430 75	2,570 19	860 56	563 85	382 33	181 52	513 79	34 65	503 27	10 52
Total	1,067	$19,776 75	$55,520 20	$47,241 93	$8,278 27	$21,221 44	$18,206 37	$3,015 07	$4,309 01	$3,394 61	$914 40	$5,516 00	$724 96	$3,609 23	$1,906 77

TOMPKINS COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway func	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneou fund	Balance in snow and miscellaneous fund
Caroline	124	$1,600 00	$10,629 26	$10,629 26	.....	$2,050 32	$2,050 32	.....	$334 07	$334 07	.....	$131 30	$44 27	$92 27	$39 03
Danby	125	1,800 00	6,374 34	4,868 03	$1,506 31	1,180 87	1,170 27	$10 60	316 15	273 51	$42 64	383 28	38 99	343 99	39 29
Dryden	192	4,760 00	14,482 42	12,848 05	1,634 37	3,856 40	3,380 24	476 16	977 00	884 98	92 02	1,700 00	324 60	1,472 92	227 08
Enfield	79	1,600 00	5,608 33	5,066 23	542 10	1,208 10	20 23	1,187 87	472 67	359 24	113 43	393 83	18 85	114 79	279 04
Groton	108	2,434 80	9,601 77	9,549 53	52 24	4,140 12	3,573 96	566 16	910 50	831 88	78 62	1,035 49	24 45	502 39	533 10
Ithaca	80	1,800 00	11,438 48	8,587 15	2,851 33	1,658 97	1,080 58	578 39	743 11	743 11	.....	164 56	75	112 75	51 81
Lansing	142	2,800 00	7,303 21	6,846 51	456 70	948 25	921 01	27 24	530 96	530 96	.....	226 74	.....	201 96	24 78
Newfield	141	2,430 00	10,278 17	9,347 17	931 00	1,422 50	1,322 50	100 00	592 19	592 19	.....	545 48	87 51	417 90	127 58
Ulysses	100	2,500 00	9,833 72	9,833 72	.....	2,777 93	2,741 24	36 69	592 03	589 02	3 01	111 23	25 83	111 23	.....
Total	1,091	$21,724 80	$85,549 70	$77,575 65	$7,974 05	$19,243 46	$16,260 35	$2,983 11	$5,468 68	$5,138 96	$329 72	$4,691 91	$565 25	$3,370 20	$1,321 71

ULSTER COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Denning	101	$1,300 00	$2,541 32	$2,407 56	$133 76	$1,001 22	$896 73	$104 49	$94 61	$91 76	$2 85	$372 38	$331 88	$356 26	$16 12
Esopus	74	2,000 00	8,140 75	5,645 02	2,495 73	2,053 52	793 44	1,260 08	450 67	246 60	204 07	265 49	62 00	65 00	200 49
Gardiner	82	2,050 00	5,373 74	5,361 42	12 32	701 87	664 69	37 18	142 23	61 70	80 53	205 37	52 10	52 70	152 67
Hardenburg	65	1,600 00	4,118 53	2,332 29	1,786 24	1,787 90	887 57	900 33	499 03	43 73	455 30	393 35	7 80	258 53	134 82
Hurley	59	650 00	2,888 13	2,427 71	460 42	331 22	283 84	47 38	104 77	5 00	99 77	100 00	44 75	44 75	55 25
Kingston	13	325 00	744 00	656 08	87 92	158 05	109 25	48 80	16 18	6 90	9 28	25 00	11 80	11 80	13 20
Lloyd	67	1,500 00	6,061 54	4,504 18	1,557 36	1,517 61	276 50	241 11	221 62	47 60	174 02	586 01	30 65	500 10	85 91
Marbletown	123	1,750 00	5,925 06	5,641 86	283 20	471 70	407 67	64 03	120 18	114 93	5 25	178 75	142 45	169 40	9 35
Marlboro	70	1,750 00	9,093 09	8,055 30	1,037 79	1,778 89	1,274 76	504 13	520 75	520 75	.....	147 46	4 83	4 83	142 63
New Paltz	66	1,650 00	4,681 96	4 421 99	259 97	879 68	571 93	307 75	145 27	145 18	09	2,250 06	38 30	122 30	127 76
Olive	115	2,240 00	6,248 35	5,806 07	442 28	1,054 01	696 08	357 93	114 27	104 29	9 98	102 00	43 90	50 88	51 12
Plattekill	83	1,750 00	5,023 06	4,373 06	650 00	235 70	235 70	.....	300 00	300 00	.....	91 72	.....	91 72	.....
Rochester	142	3,200 00	7,768 48	7,354 98	413 50	1,018 72	1,014 92	3 80	100 15	49 61	50 54	235 56	60 25	159 45	76 11
Rosendale	50	1,000 00	4,212 21	3,408 23	803 98	1,800 00	677 10	1,122 90	55 25	55 25	.....	50 00	36 75	36 75	13 25
Saugerties	161	4,025 00	15,410 29	15,133 47	276 82	7,169 18	6,916 48	252 70	614 04	592 42	21 62	934 63	101 00	903 41	31 22
Shandakin	85	2,125 00	7,642 72	6,703 50	939 22	1,747 55	1,431 57	315 98	603 55	581 64	21 91	882 05	116 85	679 02	203 03
Shawanagunk	121	3,025 00	10,202 47	9,964 84	237 63	1,224 87	1,168 17	56 70	354 30	351 22	3 08	373 10	89 13	327 81	45 29
Ulster	60	1,500 00	5,453 05	5,387 48	65 57	868 90	656 06	212 84	151 15	103 74	47 41	324 95	26 60	34 48	290 47
Wawarsing	207	5,175 00	14,723 34	14,296 47	426 87	3,720 39	3,411 60	308 79	1,836 75	1,816 08	20 67	616 85	580 16	610 16	6 69
Woodstock	104	2,250 00	6,433 21	5,057 97	1,375 24	1,281 18	1,192 69	88 49	204 92	198 51	6 41	560 11	126 98	539 74	20 37
Total	1,848	$40,865 00	$132,685 30	$118,939 48	$13,745 82	$29,802 16	$23,566 75	$6,235 41	$6,649 69	$5,436 91	$1,212 78	$6,694 84	$1,908 19	$5,019 09	$1,675 75

WARREN COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Bolton	85	$1,750 00	$6,406 45	$5,843 01	$563 44	$250 00	$26 26	$223 74	$323 36	$155 34	$168 02	$613 32	$220 91	$258 41	$354 91
Caldwell	48	800 00	3,023 55	1,763 90	1,259 65	239 71	221 69	18 02	313 85	286 92	29 63	300 21	98 04	98 04	202 17
Chester	129	2,000 00	4,001 82	4,000 48	1 34	1,000 84	895 44	105 40	201 10	199 68	1 42	838 93	718 46	838 93	.....
Hague	51	1,275 00	5,825 71	5,364 48	461 23	818 45	731 56	86 89	363 10	327 47	35 63	600 30	279 25	587 25	13 05
Horicon	93	1,500 00	3,015 00	2,947 16	67 84	253 14	253 14	.....	100 40	27 78	72 62	232 50	228 50	232 50	.....
Johnsburg	158	3,199 50	9,912 45	9,872 09	40 36	5,837 87	4,289 57	1,548 30	396 50	320 76	75 74	2,442 96	1,601 20	2,153 35	289 61
Luzerne	74	1,260 00	3,034 36	2,580 68	453 68	491 82	491 82	.....	37 35	21 78	15 57	177 80	79 25	177 78	02
Queensbury	147	3,600 00	11,372 71	11,354 24	18 47	932 80	929 75	3 05	383 69	205 58	178 11	361 62	73 70	360 86	76
Stony Creek	70	1,500 00	6,265 51	6,080 51	185 00	362 95	356 59	6 36	324 68	314 05	10 63	1,113 50	430 82	1,101 93	11 57
Thurman	79	1,500 00	5,209 21	5,141 32	67 89	1,025 00	994 20	30 80	57 64	57 64	.....	1,362 15	587 40	1,362 15	.....
Warrensburg	76	775 00	3,400 61	3,136 57	264 04	652 52	626 10	26 42	200 00	104 82	95 18	424 90	269 87	316 67	108 23
Total	1,010	$19,159 50	$61,467 38	$58,084 44	$3,382 94	$11,865 10	$9,816 12	$2,048 98	$2,701 67	$2,021 82	$679 85	$8,468 19	$4,587 40	$7,487 87	$980 32

WASHINGTON COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery und	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Argyle	128	$2,160 00	$4,970 46	$4,657 38	$313 08	$685 52	$288 23	$397 29	390 91	$202 51	$188 40	$635 82	$338 59	$376 52	$259 30
Cambridge	94	1,217 05	3,728 28	3,089 43	638 85	293 48	50	292 98	213 48	122 21	91 27	349 61	291 10	307 10	42 51
Dresden	55	1,375 00	3,535 55	3,534 35	1 20	400 44	237 24	163 20	71 92	10 73	61 19	400 00	201 55	237 87	162 13
Easton	119	2,541 21	7,028 04	6,160 64	867 40	3,244 37	1,362 87	1,881 50	345 05	112 24	232 81	550 00	244 80	292 75	257 25
Fort Ann	119	2,800 00	7,058 62	6,631 12	427 52	1,537 45	329 34	1,208 11	520 52	520 52	.....	800 00	258 15	311 05	488 95
Fort Edward	56	1,400 00	6,128 35	4,569 67	1,558 68	14,675 00	11,596 99	3,078 01	236 37	98 23	138 14	600 00	297 13	297 13	302 87
Granville	111	2,775 00	7,443 47	5,416 43	2,027 04	1,029 08	431 53	597 55	343 30	264 76	78 54	388 80	60 10	96 10	292 70
Greenwich	115	1,500 00	5,354 73	5,287 69	67 04	923 85	798 64	125 21	201 27	200 43	84	516 20	149 92	372 92	143 28
Hampton	38	700 00	1,981 40	1,324 11	657 29	3,235 92	3,109 80	126 12	80 66	30 66	50 00	133 92	5 75	10 85	123 07
Hartford	97	2,250 00	5,063 93	4,734 31	329 62	659 61	348 52	311 09	177 40	177 40	.....	230 48	111 60	173 55	56 93
Hebron	122	1,680 00	4,918 66	4,340 55	578 11	500 00	370 19	129 81	225 48	93 80	131 68	360 00	88 15	95 11	264 89
Jackson	88	1,200 00	3,745 41	3,525 45	219 96	790 40	336 44	453 96	140 00	59 85	80 15	213 45	23 95	38 95	174 50
Kingsbury	76	1,900 00	6,269 77	5,486 02	783 75	540 17	240 69	299 48	1,080 74	1,080 74	.....	504 55	185 70	494 40	10 15
Putnam	47	1,050 00	2,627 55	2,595 17	32 38	182 94	24 60	158 34	56 14	21 18	34 96	200 00	136 11	191 07	8 93
Salem	112	1,687 80	4,587 15	4,091 42	495 73	744 74	475 77	268 97	314 02	314 02	.....	238 55	59 22	120 25	118 30
White Creek	83	2,000 00	5,777 58	5,620 57	157 01	1,799 09	1,328 43	470 66	397 89	207 65	190 24	321 78	74 24	100 51	221 27
Whitehall	73	1,825 00	4,483 34	4,465 26	1,808 00	623 93	471 09	152 84	316 19	83 75	232 44	778 45	106 30	258 30	520 15
Total	1,533	$30,061 06	$84,702 29	$75,529 57	$9,172 72	$31,865 99	$21,750 87	$10,115 12	$5,111 34	$3,600 68	$1,510 66	$7,221 61	$2,632 36	$3,774 43	$3,447 18

WAYNE COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Arcadia	136	$3,400 00	$16,298 86	$14,227 81	$2,071 05	$4,682 34	$546 42	$4,135 92	$971 24	$971 24	.....	$1,761 78	$1,019 25	$1,465 12	$296 66
Butler	89	2,225 00	7,840 05	5,753 99	2,086 06	1,669 83	861 10	808 73	897 44	558 25	$339 19	904 96	837 35	904 96	.....
Galen	131	3,275 00	10,790 68	9,183 76	1,606 92	1,069 11	886 80	182 31	315 12	272 23	42 89	1,022 32	932 80	984 80	37 52
Huron	80	2,000 00	9,579 75	7,839 44	1,740 31	1,042 15	575 53	446 62	404 37	404 37	.....	1,141 84	1,132 22	1,132 22	9 62
Lyons	91	2,275 00	7,467 61	7,112 42	355 19	668 44	118 26	550 18	837 88	625 40	212 48	1,055 63	676 36	969 86	85 77
Macedon	80	2,221 05	11,100 31	10,604 97	495 34	518 06	81 24	436 82	651 91	374 49	277 42	509 15	404 00	446 44	62 71
Marion	70	1,750 00	5,256 56	5,154 50	102 06	500 00	437 57	62 43	182 35	113 26	69 09	700 92	512 94	671 57	29 35
Ontario	60	1,881 05	11,024 60	9,522 44	1,502 16	1,380 54	879 60	500 94	622 81	618 25	4 56	550 00	351 75	378 15	171 85
Palmyra	80	2,320 19	7,979 61	7,236 04	743 57	2,444 35	49 33	2,395 02	835 28	197 82	637 46	1,800 64	399 92	466 82	1,333 82
Rose	71	1,775 00	6,505 24	6,267 48	237 76	255 68	245 84	9 84	402 43	375 07	27 36	639 97	574 19	574 19	65 78
Savannah	74	1,850 00	6,960 82	6,946 05	14 77	624 99	349 82	275 17	409 35	235 56	173 79	532 27	444 58	522 50	9 77
Sodus	152	3,800 00	24,725 69	20,933 88	3,791 81	6,850 00	5,557 43	1,292 57	1,546 95	1,546 95	.....	2,500 00	1,292 14	2,138 69	361 31
Walworth	71	1,775 00	6,050 27	5,945 43	104 84	622 96	398 87	224 09	648 94	648 94	.....	606 75	372 40	518 00	88 75
Williamson	71	2,500 00	7,816 43	7,025 64	790 79	1,791 41	1,543 90	247 51	581 71	397 01	121 70	1,018 45	479 80	1,018 15	30
Walcott	92	2,300 00	6,671 30	5,448 52	1,222 78	2,550 14	773 77	1,776 37	503 91	195 06	308 85	1,111 20	1,106 75	1,111 20	.....
Total	1,348	$35,347 29	$16,067 78	$129,202 37	$16,865 41	$26,670 00	$13,305 48	$13,364 52	$9,748 69	$7,533 90	$2,214 79	$15,855 88	$10,536 45	$13,302 67	$2,553 21

WESTCHESTER COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Bedford	103	$10,123 16	$51,426 12	$45,260 23	$6,165 89	$4,663 55	$3,457 79	$1,205 76	$936 19	$197 19	$739 00	$1,073 49	$142 76	$285 26	$788 23
Cortlandt	88	9,500 00	46,920 28	34,350 22	12,570 06	1,007 21	3,333 34	673 87	1,019 32	1,009 23	10 09	1,062 71	264 12	687 76	374 95
East Chester	14	4,349 48	52,989 56	43,602 84	9,386 72	1,102 28	747 56	354 72	761 16	583 18	177 98	2,136 50	797 90	1,818 14	318 36
Greenburg	58	8,640 28	65,236 61	52,609 46	12,627 15	5,099 42	3,566 05	1,533 37	690 56	690 56	.....	1,318 28	310 70	1,303 21	15 07
Harrison	73	9,295 20	50,473 21	35,183 90	15,280 31	1,344 73	547 92	796 81	542 29	442 29	100 00	882 30	60 50	315 10	567 20
Lewisboro	65	1,400 00	5,724 84	4,050 53	1,674 31	696 67	11 98	684 69	85 11	5 20	79 91	792 52	47 96	129 50	663 02
Mamaroneck	9	3,332 18	22,773 32	8,526 07	14,247 25	305 48	.....	305 48	214 14	109 59	104 55	600 00	382 11	598 96	1 04
Mt. Pleasant	66	6,000 00	27,615 49	20,098 11	7,517 38	3,852 44	2,678 98	1,173 46	158 61	107 35	51 26	917 55	209 50	448 01	469 54
New Castle	62	3,000 00	12,706 94	7,690 43	5,016 51	3,115 64	608 82	2,506 82	567 46	305 66	261 80	715 40	205 56	593 13	122 27
North Castle	55	2,000 00	9,114 02	9,034 80	79 22	840 71	497 77	342 94	331 64	301 97	29 67	622 37	.....	75 00	547 37
North Salem	52	600 00	3,654 77	1,618 42	2,036 35	4,000 00	120 20	3,879 80	99 88	32 12	67 76	160 47	16 75	104 83	55 64
Ossining	14	1,395 34	18,116 49	6,515 02	11,601 47	1,193 86	822 44	371 42	306 37	122 10	184 27	357 08	147 00	279 35	77 73
Poundridge	51	900 00	3,130 30	2,318 14	812 16	271 42	182 89	88 53	80 33	29 00	51 33	201 00	34 30	39 75	161 25
Rye	11	1,757 82	20,338 37	15,303 90	5,034 47	292 74	50 00	242 74	309 66	107 55	202 11	300 00	118 50	118 50	181 50
Somers	57	1,250 00	6,575 82	3,686 06	2,889 76	700 10	381 69	318 41	217 45	43 75	173 70	708 59	240 50	300 20	408 39
Yorktown	90	2,429 07	12,033 07	9,985 06	2,048 01	1,229 57	833 74	395 83	799 44	72 86	726 58	822 69	113 50	647 20	175 49
Total	868	$65,972 53	$408,829 21	$299,833 19	$108,996 02	$29,715 82	$14,841 17	$14,875 65	$7,119 61	$4,159 60	$2,960 01	$12,670 95	$3,091 66	$7,743 90	$4,927 05

WYOMING COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Arcade	66	$1,300 00	$6,016 69	$5,928 38	$88 31	$727 87	$412 91	$314 96	$1,167 94	$1,151 55	$16 39	$932 22	$492 39	$847 95	$84 27
Attica	64	1,500 00	4,624 85	4,335 22	289 63	2,228 82	2,169 67	59 15	916 64	842 42	74 22	629 09	596 35	624 57	4 52
Bennington	99	2,475 00	6,546 00	4,018 86	2,527 14	20,028 28	19,910 00	118 28	1,293 12	1,290 08	3 04	950 00	394 39	881 39	68 61
Castile	79	1,975 00	8,813 41	7,687 05	1,126 36	502 16	501 50	66	775 79	770 71	5 08	758 11	617 93	758 11	.....
Covington	58	1,450 00	7,350 00	6,358 92	991 08	979 58	979 58	.....	99 43	99 43	.....	312 00	177 85	274 25	37 75
Eagle	56	1,400 00	5,508 95	5,166 51	342 44	1,658 96	178 25	1,480 71	1,034 22	675 36	358 86	1,847 84	358 61	1,788 38	59 46
Gainsville	63	1,575 00	7,122 42	7,112 23	10 19	1,451 50	453 12	998 38	618 94	599 87	19 07	864 60	645 87	826 14	38 46
Genesee Falls	33	675 00	2,434 86	2,136 26	298 60	12,556 35	12,255 20	301 15	92 12	63 82	28 30	580 01	154 45	514 54	65 47
Java	79	1,975 00	6,668 87	4,677 95	1,990 92	1,721 09	1,232 26	488 83	650 69	508 76	141 93	615 61	386 68	490 94	124 67
Middlebury	80	2,000 00	8,120 53	8,090 57	29 96	1,818 30	1,197 35	620 95	700 00	658 53	41 47	1,032 93	694 21	1,021 34	11 59
Orangeville	67	1,675 00	3,934 06	2,492 70	1,441 36	1,708 26	1,708 26	.....	424 82	424 82	.....	369 56	216 12	359 30	10 26
Perry	76	1,900 00	9,112 39	8,410 48	701 91	2,650 96	1,541 36	1,109 60	471 51	125 06	346 45	2,067 81	827 53	2,019 94	47 87
Pike	52	1,083 50	3,492 36	3,492 36	.....	1,208 03	1,161 02	47 01	855 90	855 90	.....	1,218 78	500 12	1,210 52	8 26
Sheldon	81	1,687 50	7,546 55	5,563 13	1,983 42	1,355 80	1,240 66	115 14	625 04	599 45	25 59	641 30	340 85	526 75	114 55
Warsaw	62	1,550 00	7,364 51	7,103 83	260 68	2,621 71	2,333 29	288 42	356 05	332 63	23 42	780 60	610 70	645 38	135 22
Wethersfield	61	1,525 00	7,264 98	5,745 07	1,519 91	1,700 10	1,590 66	109 44	172 43	137 39	35 04	435 37	340 25	365 95	69 42
Total	1,076	$25,746 00	$101,921 43	$88,319 52	$13,601 91	$54,917 77	$48,865 09	$6,052 68	$10,254 64	$9,135 78	$1,118 86	$14,035 83	$7,354 30	$13,155 45	$880 38

YATES COUNTY

TOWNS	Number of miles of highways	State aid received	Total available for highway fund	Total expenditures for highway fund	Balance in highway fund	Total available for bridge fund	Total expenditures for bridge fund	Balance in bridge fund	Total available for machinery fund	Total expenditures for machinery fund	Balance in machinery fund	Total available for snow and miscellaneous fund	Total expenditures for snow	Total expenditures for snow and miscellaneous fund	Balance in snow and miscellaneous fund
Barrington	85	$1,600 00	$3,650 50	$3,221 64	$428 86	$1,095 60	$156 15	$939 45	$218 00	$166 80	$51 20	$503 69	$81 45	$88 67	$415 02
Benton	92	2,000 00	6,349 98	6,228 52	121 46	385 99	53 56	332 43	391 10	391 10	.....	700 00	257 90	467 88	232 12
Italy	80	2,000 00	7,661 62	3,870 88	3,790 74	1,907 65	588 85	1,318 80	177 08	97 88	79 20	414 81	84 04	165 82	248 99
Jerusalem	150	3,000 00	8,893 93	7,984 16	909 77	689 52	244 12	445 40	394 78	361 21	33 57	622 41	41 64	59 64	562 77
Middlesex	69	1,500 00	4,316 44	3,975 89	340 55	209 21	209 21	.....	326 71	108 09	218 62	254 00	122 50	146 71	107 29
Milo	83	2,000 00	13,591 74	12,247 34	1,344 40	1,764 27	1,042 47	721 80	1,028 41	940 38	88 03	944 50	73 05	535 05	409 45
Potter	79	1,080 00	3,257 37	2,379 98	877 39	323 86	246 16	77 70	239 53	111 06	128 47	514 24	238 40	302 90	211 34
Starkey	81	1,400 00	4,553 85	4,333 40	220 45	1,382 08	985 02	397 06	736 02	736 02	.....	500 00	63 94	274 71	225 29
Torry	50	1,000 00	4,443 08	2,651 84	1,791 24	508 83	37 47	471 36	613 16	262 39	350 77	697 87	49 37	51 02	646 85
Total	769	$15,580 00	$56,718 51	$46,893 65	$9,824 86	$8,267 01	$3,563 01	$4,704 00	$4,124 79	$3,174 93	$949 86	$5,151 52	$1,012 29	$2,092 40	$3,059 12

GRAND TOTALS

Number of miles of highways	79,134
State aid received	$1,956,199 65
Total available for highway fund	7,801,619 21
Total expenditures for highway fund	6,471,055 79
Balance in highway fund	1,330,563 42
Total available for bridge fund	1,592,718 87
Total expenditures for bridge fund	1,225,676 60
Balance in bridge fund	367,042 27
Total available for machinery fund	425,128 08
Total expenditures for machinery fund	355,691 91
Balance in machinery fund	69,436 17
Total available for snow and miscellaneous fund	780,183 91
Total expenditures for snow	345,486 78
Total expenditures for snow and miscellaneous fund	656,575 46
Balance in snow and miscellaneous fund	123,608 45

REPORT OF THE BUREAU OF AUDIT AND FINANCE FOR THE YEAR ENDING DECEMBER 31, 1917

Hon. Edwin Duffey, *Commissioner:*

I beg to submit herewith the financial report of the Department of Highways for the year ending December 31, 1917. Separate statements show all the disbursements made during the year in each of the Department's activities and the source from which the funds were derived.

The same conditions affecting the work of the Department during 1916, scarcity and high cost of labor and material, limiting construction to the minimum of necessity and also to comply with the request of the Federal and State governments, existed during the past year, the only normal work of the Department being that of maintenance and repair.

The total disbursements to contractors on account of outstanding contracts from the construction fund were $4,889,395.02, to which should be added the work done by Department forces in completing certain canceled contracts where the work was particularly urgent, amounting to $432,812.55, making the total payments on account of construction, $5,322,207.57; a little under $400,000 less than the total payments for construction in 1916.

This year is the first in the Department's history, when it has undertaken anything like the volume of work by its own forces on account of construction and this has been made necessary, because of the inability of the Department to place work under contract and the necessity for the completion of certain roads, because of public requirements, which were in a torn up and dangerous condition.

By comparison it will be noted that those items which may be termed overhead charges have been reduced during the past year approximately 25 per cent from the same items in 1916. This has been accomplished through the careful reduction in the number of employes to what is considered a safe minimum, in order to preserve a working organization, but even with this reduction, the overhead charges necessarily are very much in excess of those under normal conditions when compared with the disbursements for construction.

There have been expended for maintenance and repair of improved

highways during the year, $4,939,916.81, which is approximately $700,000 in excess of the expenditures for this purpose in 1916 and is due to the additional mileage from completed contracts during the year.

More than $150,000 have been expended from special appropriations for construction work. These appropriations having been made from both the Highway Improvement and General Funds, and there remains a total unexpended balance in these appropriations of $175,994.27, which is wholly obligated for the purposes intended by the appropriations.

The total disbursements of the Department for all purposes are $11,714,945.51 which is approximately $7,000,000 less than the total disbursements under normal conditions and this difference is made up entirely of the difference in overhead charges and payments to contractors, due to restricted construction.

At this date, there is an unexpended balance from the first $50,000,000 bond issue of $1,413,471.36, the whole of this unexpended balance being approximately obligated by outstanding and uncompleted contracts and none of this unexpended balance can be considered as available for any other purpose until these obligations have been disposed of, either by completion under contract, or by Department forces.

Of the $35,000,000 already appropriated from the second $50,000,000 bond issue for construction purposes, there remains unexpended $12,009,368.48, a large portion of which is obligated by proposed work covered by contracts, either in force or cancelled.

This report endeavors to give in detail the necessary information for a thorough understanding of the Department's financial work during the past year and to show the source from which the money expended was obtained, and the present resources of the Department, all of which is

Respectfully submitted,

S. D. GILBERT,
Auditor.

Schedule of payments for salaries, traveling expenses, and office expenses in the administrative offices, year ending December 31, 1917.

General Fund

1917	Salaries	Traveling expenses	Office expenses and merchandise bills
January	$11,109 04	$1,062 42	$2,605 58
February	11,114 43	1,669 37	2,403 61
March	11,243 57	1,579 87	2,313 68
April	11,277 07	2,241 10	6,442 61
May	10,912 15	2,689 55	1,875 32
June	11,744 82	2,783 10	7,118 09
July	11,468 88	2,101 92	10,084 86
August	11,768 23	2,747 53	1,394 24
September	11,522 51	2,191 07	2,298 86
October	10,981 91	1,871 79	1,532 32
November	11,086 91	1,798 16	3,155 54
December	11,079 55	974 06	2,560 11
	$135,309 07	$23,709 94	$43,784 82

Summary

Salaries	$135,309 07
Traveling expenses	23,709 94
Office expenses and merchandise bills	43,784 82
Total	$202,803 83

Schedule of payments for salaries, traveling expenses and office expenses in the bureau of town highways, year ending December 31, 1917.

General Fund

1917	Salaries	Traveling expenses	Office expenses and merchandise bills
January	$2,324 60	$784 64	$20 94
February	2,312 60	623 71	.....
March	2,324 60	797 22	.....
April	2,620 76	844 52	208 99
May	2,594 08	844 16	401 65

General Fund — Concluded

1917	Salaries	Traveling expenses	Office expenses and merchandise bills
June	$2,550 64	$964 51	$125 81
July	2,901 09	919 79	24 25
August	2,901 09	858 03	.....
September	2,901 09	781 21	.....
October	2,901 09	707 51	12 71
November	2,901 09	866 59	29 89
December	2,776 09	696 84	.....
	$32,008 82	$9,688 73	$824 24

Summary

Salaries	$32,008 82
Traveling expenses	9,688 73
Office expenses and merchandise bills	824 24
Total	$42,521 79

Schedule of payments for salaries and office expenses in the bureau of maintenance and repair, year ending December 31, 1917.

General Fund

1917	Salaries	Office expenses and merchandise bills
January	$2,476 07	$10 58
February	2,461 93	.....
March	2,473 07	.....
April	2,389 99	.....
May	2,411 78	71 45
June	2,291 65	17 79
July	2,298 99	.....
August	2,364 28	.....
September	2,294 99	.....
October	2,302 99	.....
November	2,298 99	153 25
December	2,173 99	56 20
	$28,238 72	$309 27

Summary

Salaries	$28,238 72
Office expenses and merchandise bills	309 27
Total	$28,547 99

Schedule of payments for salaries and traveling expenses for each of the nine divisions; also the office of the first deputy, year ending December 31, 1917.

HIGHWAY IMPROVEMENT FUND

Division No. 1

1917	Salaries	Traveling expenses	Total
January	$12,296 00	$2,090 43	$14,386 43
February	10,479 07	576 70	11,055 77
March	10,528 39	1,991 35	12,519 74
April	12,545 47	1,868 82	14,414 29
May	10,940 57	1,296 87	12,237 44
June	9,552 18	1,363 58	10,915 76
July	9,077 36	1,775 97	10,853 33
August	8,153 84	1,625 57	9,781 41
September	8,972 86	1,571 03	10,543 89
October	9,458 18	1,814 05	11,272 23
November	8,491 68	1,438 99	9,930 67
December	8,121 46	738 99	8,860 45
	$118,617 06	$18,152 35	$136,769 41

Division No. 2

January	$9,408 30	$634 16	$10,042 46
February	7,523 21	420 74	7,943 95
March	8,468 26	346 69	8,814 95
April	9,258 22	530 86	9,789 08
May	8,641 55	939 47	9,581 02
June	7,295 13	1,086 11	8,381 24
July	5,677 45	814 26	6,491 71
August	5,345 38	1,109 15	6,454 53
September	5,299 60	705 98	6,005 58

Division No. 2 — Concluded

1917	Salaries	Traveling expenses	Total
October	$4,942 00	$745 39	$5,687 39
November	5,036 87	558 61	5,595 48
December	4,998 56	212 31	5,210 87
	$81,894 53	$8,103 73	$89,998 26

Division No. 3

January	$5,695 00	$99 74	$5,794 74
February	4,723 82	66 78	4,790 60
March	4,913 74	54 39	4,968 13
April	5,287 48	635 07	5,922 55
May	5,109 69	597 78	5,707 47
June	4,173 35	663 18	4,836 53
July	3,929 73	692 72	4,622 45
August	3,527 77	591 13	4,118 90
September	3,537 07	478 28	4,015 35
October	3,073 83	539 29	3,613 12
November	2,906 64	392 18	3,298 82
December	1,904 73	89 42	1,994 15
	$48,782 85	$4,899 96	$53,682 81

Division No. 4

January	$8,731 33	$923 21	$9,654 54
February	8,307 81	400 07	8,707 88
March	8,567 65	103 10	8,670 75
April	8,740 46	364 23	9,104 69
May	8,201 80	715 00	8,916 80
June	7,168 34	588 26	7,756 60
July	4,683 31	502 58	5,185 89
August	4,227 48	1,010 40	5,237 88
September	5,059 67	670 22	5,729 89
October	3,895 26	965 81	4,861 07
November	3,737 00	526 72	4,263 72
December	4,325 73	368 81	4,694 54
	$75,645 84	$7,138 41	$82,784 25

Division No. 5

1917	Salaries	Traveling expenses	Total
January	$8,154 29	$460 41	$8,614 70
February	7,481 72	392 66	7,874 38
March	8,107 29	240 39	8,347 68
April	7,868 59	996 04	8,864 63
May	7,354 79	493 72	7,848 51
June	5,718 40	726 46	6,444 86
July	4,288 32	534 10	4,822 42
August	4,045 00	530 55	4,575 55
September	3,489 20	365 47	3,854 67
October	3,910 41	668 70	4,579 11
November	4,306 66	802 60	5,109 26
December	3,940 94	133 55	4,074 49
	$68,665 61	$6,344 65	$75,010 26

Division No. 6

January	$6,088 30	$260 65	$6,348 95
February	5,948 39	90 28	6,038 67
March	6,868 32	315 53	7,183 85
April	7,152 66	792 88	7,945 54
May	7,570 61	1,147 71	8,718 32
June	6,725 06	841 13	7,566 19
July	6,075 53	840 17	6,915 70
August	5,727 01	710 75	6,437 76
September	5,317 73	645 76	5,963 49
October	5,521 74	706 89	6,228 63
November	4,842 99	552 27	5,395 26
December	4,694 21	95 91	4,790 12
	$72,532 55	$6,999 93	$79,532 48

Division No. 7

January	$8,413 66	$611 72	$9,025 38
February	8,156 97	172 05	8,329 02
March	8,003 27	332 41	8,335 68
April	7,777 51	1,291 69	9,069 20
May	5,651 73	356 87	6,008 60

Division No. 7—Concluded

1917	Salaries	Traveling expenses	Total
June	$5,243 47	$733 35	$5,976 82
July	3,564 85	557 87	4,122 72
August	3,636 98	596 18	4,233 16
September	3,759 87	523 02	4,282 89
October	3,557 78	485 36	4,043 14
November	3,715 02	384 74	4,099 76
December	2,981 11	154 52	3,135 63
	$64,462 22	$6,199 78	$70,662 00

Division No. 8

January	$7,017 12	$669 54	$7,686 66
February	5,475 88	615 06	6,090 94
March	5,915 12	556 53	6,471 65
April	5,904 36	1,079 65	6,984 01
May	6,200 48	1,224 70	7,425 18
June	5,534 24	747 60	6,281 84
July	4,486 19	950 67	5,436 86
August	4,159 48	684 75	4,844 23
September	3,847 58	626 44	4,474 02
October	3,955 41	400 42	4,355 83
November	3,732 33	529 35	4,261 68
December	3,368 10	200 26	3,568 36
	$59,596 29	$8,284 97	$67,881 26

Division No. 9

January	$10,406 48	$1,316 12	$11,722 60
February	7,605 96	75 87	7,681 83
March	7,959 13	187 17	8,146 30
April	9,152 63	1,102 80	10,255 43
May	8,486 24	1,423 91	9,910 15
June	6,874 47	939 06	7,813 53
July	6,171 56	773 18	6,944 74
August	5,715 53	943 01	6,658 54
September	5,204 16	743 70	5,947 86

Division No. 9 — Concluded

1917	Salaries	Traveling expenses	Total
October	$4,777 78	$513 40	$5,291 18
November	4,573 00	563 64	5,136 64
December	4,301 06	166 94	4,468 00
	$81,228 00	$8,748 80	$89,976 80

First Deputy

January	$11,117 01	$379 87	$11,496 88
February	10,355 40	341 48	10,696 88
March	10,417 29	476 86	10,894 15
April	9,718 57	1,021 82	10,740 39
May	9,372 52	1,273 26	10,645 78
June	8,486 40	1,412 36	9,898 76
July	7,789 93	1,355 70	9,145 63
August	7,710 48	1,560 71	9,271 19
September	7,239 62	1,290 15	8,529 77
October	7,253 77	1,059 90	8,313 67
November	7,190 89	1,062 57	8,253 46
December	6,716 56	240 00	6,956 56
	$103,368 44	$11,474 68	$114,843 12

Summary

Division No. 1	$118,617 06	$18,152 35	$136,769 41
Division No. 2	81,894 53	8,103 73	89,998 26
Division No. 3	48,782 85	4,899 96	53,682 81
Division No. 4	75,645 84	7,138 41	82,784 25
Division No. 5	68,665 61	6,344 65	75,010 26
Division No. 6	72,532 55	6,999 93	79,532 48
Division No. 7	64,462 22	6,199 78	70,662 00
Division No. 8	59,596 29	8,284 97	67,881 26
Division No. 9	81,228 00	8,748 80	89,976 80
First deputy	103,368 44	11,474 68	114,843 12
	$774,793 39	$86,347 26	$861,140 65

Schedule of expenditures for rents, printing, merchandise, bills and supplies, year ending December 31, 1917

Highway Improvement Fund

1917	Amount
January	$4,624 05
February	3,669 28
March	3,540 04
April	11,411 58
May	3,942 67
June	2,745 59
July	3,207 44
August	2,287 40
September	2,605 34
October	2,970 55
November	2,515 79
December	1,780 20
	$45,299 93

Schedule of payments to contractors for construction work under contract during year ending December 31, 1917.

Highway Improvement Fund

1917	State funds	County funds	Village funds	Total
January	$158,034 06	$49,343 71	$9,125 67	$216,503 44
February	129,847 84	35,998 90	19,013 68	184,860 42
March	115,272 21	39,105 67	6,671 91	161,049 79
April	111,644 85	52,873 98	6,549 59	171,068 42
May	241,416 89	136,916 71	24,541 05	402,874 65
June	339,697 78	146,690 95	31,002 97	517,391 70
July	373,478 23	153,943 83	32,087 91	559,509 97
August	418,625 39	180,834 95	85,480 56	684,940 90
September	410,750 16	183,710 16	35,928 49	630,388 81
October	399,320 15	193,619 25	71,132 51	664,071 91
November	291,648 47	99,302 22	92,873 06	483,823 75
December	141,609 58	51,455 73	19,845 95	212,911 26
	$3,131,345 61	$1,323,796 06	$434,253 35	14,889,395 02

Schedule of payments on account of work done and material furnished in completing abrogated contracts by department forces, year ending December 31, 1917.

Highway Improvement Fund

1917	State funds	County funds	Village funds	Total
January	$4,972 62	.....	.....	$4,972 62
March	202 31	.....	.....	202 31
April	3,780 31	.....	.....	3,780 31
May	11,755 89	.....	.....	11,755 89
June	14,422 26	.....	.....	14,422 26
July	25,838 86	$4,808 18	$292 79	30,939 83
August	59,621 12	10,239 63	90 73	69,951 48
September	58,240 66	13,610 83	52 02	71,903 51
October	85,670 70	17,197 32	3,250 15	106,118 17
November	62,547 76	12,334 91	5,794 39	80,677 06
December	26,333 17	11,755 94	.....	38,089 11
	$353,385 66	$69,946 81	$9,480 08	$432,812 55

Schedule of payments for advertising of proposals for construction of roads, also hearings on grade crossings, year ending December 31, 1917.

Highway Improvement Fund

1917	Amount
February	$18 50
March	1,840 58
July	1,385 51
October	73 00
November	857 95
	$4,175 54

Schedule of payments for right of way, year ending December 31, 1917, exclusive of grade crossings.

Highway Improvement Fund

1917	Amount
January	$83 25
February	53 05
March	6 00
April	105 00
May	43 00
June	159 25
July	100 50
August	54 50
September	112 35

1917	Amount
October	$20 25
November	88 25
December	130 75
	$956 15

Schedule of payments for grade crossing eliminations, year ending December 31, 1917.

Highway Improvement Fund

1917	Amount
January	$12,025 04
May	15,605 01
June	25,671 60
August	490 35
October	42,926 84
November	8,737 29
	$105,456 13

Schedule of the total expenditures of State and county funds for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system, year ending December 31, 1917.

General Fund

1917	Paid by check	Paid by county draft
January	$19,440 79	$54,859 56
February	15,842 19	43,359 44
March	13,903 11	23,477 87
April	1,723 45	55,518 55
May	.....	270,410 32
June	.....	537,638 55
July	.....	687,890 39
August	.....	856,915 23
September	6,729 71	723,623 95
October	90,669 84	673,785 22
November	129,913 68	381,059 94
December	107,339 40	245,815 62
	$385,562 17	$4,554,354 64

Summary

Paid by check	$385,562 17
Paid by county draft	4,554,354 64
Total	$4,939,916 81

Schedule of total expenditures under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany connecting State Route Three, trunk line, the so-called "stone road" in the town of Bethlehem, in said county, with Delaware avenue in the city of Albany, year ending December 31, 1917.

General Fund

1917	Amount
January	$2,805 78
December	327 15
Total	$3,132 93

Schedule of total expenditures under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene, known as Route 5-C, year ending December 31, 1917.

General Fund

1917	Amount
January	$1,308 58
February	120 00
March	188 76
April	167 83
May	1,388 13
June	1,608 94
July	2,956 16
August	1,619 14
September	373 65
October	2,243 64
November	155 00
December	1,254 40
Total	$13,384 23

Schedule of total expenditures under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren, year ending December 31, 1917.

Highway Improvement Fund

1917	Amount
January	$603 33
February	15,637 15
March	10,033 15
Total	$26,273 63

Schedule of total expenditures under chapter 277, Laws of 1915, for new State routes in the counties of Orleans and Niagara, year ending December 31, 1917.

Highway Improvement Fund

1917	Amount
January	$1,437 28
February	6,004 03
March	1,081 66
April	587 00
May	296 92
June	425 55
July	2,683 74
August	6,498 11
September	7,980 34
October	20,433 27
November	4,237 40
December	1,562 76
Total	$53,228 06

Schedule of total expenditures under chapter 634, Laws of 1916, for the improvement of 1.30 miles of the highway leading from the State Women's Relief Corps Home at Oxford, Chenango county, for the year ending December 31, 1917.

General Fund

1917	Amount
January	$30 00
February	1,323 51
March	40 00

1917	Amount
April	183 79
May	313 10
June	562 40
July	569 75
August	103 00
September	118 00
October	2,892 25
November	138 00
December	1,476 90
Total	$7,750 70

Schedule of total expenditures under chapter 181, Laws of 1917, for the construction of highways under the direction of the superintendent of State prisons (salary and necessary expenses of engineer in charge), year ending December 31, 1917.

General Fund

1917	Salary	Traveling expenses	Total
July	$208 33	$102 19	$310 52
August	208 33	69 62	277 95
September	208 33	102 22	310 55
October	208 33	73 87	282 20
November	208 33	.....	208 33
December	208 33	88 48	296 81
Total	$1,249 98	$436 38	$1,686 36

Schedule of total expenditures under chapter 276, Laws of 1917, for the State's share of the cost of the construction and improvement of rural post roads within the State, under the "Federal Aid Act, year ending December 31, 1917.

General Fund

1917	Amount
July	$91 67
August	340 67
September	527 51
October	610 63
November	458 09
December	1,272 62
Total	$3,301 19

Schedule of total expenditures under chapter 734, Laws of 1917, for the maintenance and repair of improved State and county highways between Albany and New York, year ending December 31, 1917.

General Fund

1917	Amount
June	$2,981 31
July	7,637 71
August	9,053 21
September	5,801 27
October	7,723 08
November	5,921 30
December	4,191 88
Total	$43,309 76

Schedule of payments of Comptroller's office expense charged to the Commission of Highways, year ending December 31, 1917.

Highway Improvement Fund

Quayle & Sons for engraving bonds	$1,000 00
Quayle & Sons for engraving bonds	409 00
Quayle & Sons for engraving bonds	2,000 00
Quayle & Sons for engraving bonds	3,240 00
Quayle & Sons for circulars	38
Berkshire Paper Company for paper for bonds	188 00
Advertising sale of bonds	3,014 88
Total	$9,852 26

RECAPITULATION

For salaries, traveling expenses and office expenses in administrative offices	$202,803 83
For salaries and traveling expenses in the nine divisions and the office of the first deputy	861,140 65
For rents, printing, merchandise bills and supplies	45,299 93
For payments to contractors for construction of roads	4,889,395 02
For payments on account of work done and material furnished in completing abrogated contracts by department forces	432,812 55
For advertising for proposals	4,175 54
For right of way	956 15
For the elimination of grade crossings	105,456 13

For salaries, traveling expenses and office expenses in the bureau of town highways	42,521 79
For salaries and office expenses in the bureau of maintenance and repair	28,547 99
For payments for the maintenance and repair of improved highways, including materials furnished and work performed, also by patrol system	4,939,916 81
For payments under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany connecting State Route Three trunk line (the so-called "stone road") in the town of Bethlehem, in said county with Delaware avenue in the city of Albany	3,132 93
For payments under chapter 784, Laws of 1913, for establishing a new State Route in the county of Greene, known as Route 5-C	13,384 23
For payments under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren	26,273 63
For payments under chapter 277, Laws of 1915, for new State routes in the counties of Orleans and Niagara	53,228 06
For payments under chapter 634, Laws of 1916, for the improvement of 1.30 miles of the highway leading from the State Woman's Relief Corps Home at Oxford	7,750 70
For payments under chapter 181, Laws of 1917, for the construction of highways under the direction of the Superintendent of State Prisons (salary and necessary expenses of the engineer in charge)	1,686 36
For payments under chapter 276, Laws of 1917, for the State's share of the cost of the construction and improvement of rural post roads within the State under Federal Aid Act	3,301 19
For payments under chapter 734, Laws of 1917, for the maintenance and repair of improved State and county highways between Albany and New York	43,309 76
For payments of Comptroller's office expenses charged to the Commission of Highways	9,852 26
Grand total	$11,714,945 51

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany N. Y., for the improvement by State Aid of the following highways, on Monday the 19th day of February 1917

ROAD NO. 1468 — COEYMANS–INDIAN FIELDS, PART 1, ALBANY COUNTY — 1.45 MILES

No proposals received.

ROAD NO. 1449 — MAINE–GLEN AUBREY, BROOME COUNTY — 5.35 MILES

Louis Mayersohn, Albany, N. Y.	$71,302 00

ROAD NO. 1450 — CASTLE CREEK–WHITNEY POINT, BROOME COUNTY — 6.93 MILES

T. H. Gill Co., Binghamton, N. Y.	$108,800 80

ROAD NO. 1470 — KENNEDY–ELLINGTON, CHAUTAUQUA COUNTY — 4.19 MILES

No proposals received.

ROAD NO. 1171 — AFTON–COVENTRY, PART 1, AND AFTON–BETTSBURG, CHENANGO COUNTY — 7.12 MILES

Paddleford & King, Sherburne, N. Y.	$78,446 45
Woodruff-Edgecomb Co., East Branch, N. Y.	82,097 00
Frederick A. Biggi, Albany, N. Y.	82,526 00
Frank Lewis & Sons, Harpursville, N. Y.	91,180 00

ROAD NO. 1488 — ALTONA–OBERS CORNERS, CLINTON COUNTY — 5.95 MILES

Louis Mayersohn, Albany, N. Y.	$68,481 75
Spellman-Oliver Co., Chateaugay, N. Y.	69,770 50
Frederick A. Biggi, Albany, N. Y.	70,478 50
Richard Hopkins, Troy, N. Y.	75,981 50

ROAD NO. 5629 — SPENCERTOWN–AUSTERLITZ, COLUMBIA COUNTY — 5.02 MILES

Antonio Colarusso, Hudson, N. Y.	$66,313 00

ROAD NO. 1500 — MARATHON–CORTLAND, PART 4, CORTLAND COUNTY — 3.33 MILES

S. P. Hull, Cortland, N. Y.	$35,351 00
Rossney Contracting Co., Buffalo, N. Y.	36,115 00
Dana W. Robbins Co., Inc., Utica, N. Y.	36,444 00

ROAD NO. 1445 — EAST AURORA–LANCASTER, PART 2, ERIE COUNTY 3.54 MILES

Bison City Eng. & Contracting Co., Buffalo, N. Y.	$57,128 75

ROAD NO. 1446 — SOUTH NEWSTEAD–PETERS CORNERS, ERIE COUNTY — 0.91 MILES

Cold Spring Construction Co., Buffalo, N. Y.	$17,384 50

ROAD NO. 1491 — MARILLA–MARILLA STATION, ERIE COUNTY — 2.97 MILES

H. E. Rainer, Buffalo, N. Y.	$35,490 50
Bison City Eng. & Contg. Co., Buffalo, N. Y.	35,520 80
Cold Spring Construction Co., Buffalo, N. Y.	42,014 50

ROAD NO. 5634 — EVANS CENTER–FARNHAM, ERIE COUNTY — 5.26 MILES

No proposals received.

ROAD NO. 1411 — WADHAMS MILLS–WHALLONSBURG, ESSEX COUNTY — 4.95 MILES

No proposals received.

ROAD NO. 1376 — BULL RUN–BLEECKER, FULTON COUNTY — 2.80 MILES

No proposals received.

ROAD NO. 1458 — MOREHOUSEVILLE–PISECO, PART 1, HAMILTON COUNTY — 6.82 MILES

St. Lawrence Construction Co., Inc., Albany, N. Y.	$129,143 75

ROAD NO. 1362 — VAN HORNESVILLE–STARKVILLE, HERKIMER COUNTY — 5.84 MILES

No proposals received.

ROAD NO. 1481 — ELMGROVE–RIDGE, MONROE COUNTY — 2.73 MILES

No proposals received.

ROAD NO. 1498 — MANNY CORNERS–BLUE CORNERS, MONTGOMERY COUNTY — 3.63 MILES

No proposals received.

ROAD NO. 5590 — LEWISTON HEIGHTS–LEWISTON, NIAGARA COUNTY — 0.61 MILES

Kennedy Construction Co., Albany, N. Y..... $24,474 90

ROAD NO. 1355 — NORTH WESTERN–BOONVILLE, PART 1, ONEIDA COUNTY — 6.15 MILES

No proposals received.

ROAD NO. 1356 — NORTH WESTERN–BOONVILLE, PART 2, ONEIDA COUNTY — 5.74 MILES

No proposals received.

ROAD NO. 5638 — PARISH–CAMDEN, OSWEGO COUNTY — 5.63 MILES

Spellman-Oliver Company, Chateaugay, N. Y..... $73,887 25

ROAD NO. 1461 — SCHUYLERVILLE–GANSVOORT, SARATOGA COUNTY — 9.06 MILES

No proposals received.

ROAD NO. 1464 — HIGH FALLS–STONE RIDGE, ULSTER COUNTY — 1.80 MILES

No proposals received.

ROAD NO. 1501 — CHESTERTOWN–HAGUE, PART 4, WARREN COUNTY — 4.59 MILES

Kingsbury Construction Co., Hudson Falls, N. Y.... $127,919 25

Road No. 1456 — Westchester Avenue, Westchester County — 1.09 Miles

Harlem Contracting Co., New York City	$36,979 15
Frank E. Murray Contg. Co., Inc., Portchester, N. Y.	38,449 75
Daley & Merritt, Portchester, N. Y.	38,979 15

Sealed proposals were also received for the completion of the following highways.

Road No. 1227 — Redwood–St. Lawrence County Line, Jefferson County — 4.60 Miles

Harry W. Roberts, Utica, N. Y.	$61,428 23
Arthur F. McConville, Ogdensburg, N. Y.	66,864 49
Dale Engineering Co., Utica, N. Y.	.....

Proposals received on Tuesday, the 20th day of February, 1917.

Road No. 1486 — Whitney Point–Lisle, Broome County — 2.78 Miles

Thomas L. Ryan, Binghamton, N. Y.	$42,525 25
T. H. Gill Co., Binghamton, N. Y.	43,165 25
Nathan E. Young, Jeffersonville, N. Y.	43,539 25
F. P. Meckes, Long Pond, Pa.	44,330 25

Road No. 1487 — Chenango Bridge–Kattelville, Broome County — 4.08 Miles

Frank Stento, Binghamton, N. Y.	$50,774 00
Thomas L. Ryan, Binghamton, N. Y.	50,780 00
Woodruff-Edgecomb Co., East Branch, N. Y.	51,014 50
Frederick A. Biggi, Albany, N. Y.	52,029 50

Road No. 1489 — Chazy–Champlain, Clinton County — 3.34 Miles

No proposals received.

Road No. 1492 — Ellicott Creek–Gettzville, Erie County — 2.90 Miles

Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y.	$27,095 50
Cold Spring Construction Co., Buffalo, N. Y.	27,204 50
Louis H. Gipp, Buffalo, N. Y.	27,999 00

ROAD NO. 1493 — TRANSIT–WOLCOTTSBURG, ERIE COUNTY — 3.02 MILES

Cold Spring Construction Co, Buffalo, N. Y.....	$36,633 55
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y...	37,376 05

ROAD NO. 1494 — LANCASTER–CLINTON ST., ERIE COUNTY — 2.34 MILES

Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y...	$40,515 50

ROAD NO. 5635 — MARILLA–WALES STATION, ERIE COUNTY — 5.78 MILES

No proposals received.

ROAD NO. 1496 — WESTPORT–ELIZABETHTOWN, ESSEX COUNTY — 8.85 MILES

No proposals received.

ROAD NO. 5626 — OPPENHEIM–DOLGEVILLE, FULTON COUNTY — 4.90 MILES

No proposals received.

ROAD NO. 5523 — WELLS–SPECULATOR, PART 2, HAMILTON COUNTY — 6.74 MILES

St. Lawrence Construction Co., Albany, N. Y.....	$168,518 25

ROAD NO. 1363 — PAINES HOLLOW–STONE HOUSE, HERKIMER COUNTY — 5.67 MILES

No proposals received.

ROAD NO. 1499 — SCOTTSVILLE–WEST HENRIETTA, MONROE COUNTY — 4.56 MILES

Michael H. Ripton, Rochester, N. Y.....	$78,618 50
Dale Engineering Co., Utica, N. Y.....	78,971 00

ROAD NO. 1396 — SHERIDAN BOULEVARD–BURNSIDE AVENUE AND ROCKAWAY TURNPIKE, NASSAU COUNTY — 2.99 MILES

H. J. Mullen Contg. Co., Jamaica, N. Y.....	$114,209 10

ROAD NO. 1462 — NORTH WESTERN–BOONVILLE, PART 3, ONEIDA COUNTY — 3.45 MILES

No proposals received.

ROAD NO. 5604 — UTICA–POLAND, PART 1, ONEIDA COUNTY — 1.05 MILES

No proposals received.

ROAD NO. 1485 — WORCESTER–DECATUR, OTSEGO COUNTY — 4.09 MILES

No proposals received.

ROAD NO. 1424 — STONE SCHOOLHOUSE–NORTH PETERSBURG–VERMONT STATE LINE, RENSSELAER COUNTY — 4.95 MILES

C. W. Tryon, Poland, N. Y.	$75,606 60

ROAD NO. 1502 — SHORT CLOVE, ROCKLAND COUNTY — 0.24 MILES

No proposals received.

ROAD NO. 1389 — GOUVERNEUR–EDWARDS, PART 2, ST. LAWRENCE COUNTY — 4.60 MILES

Henry P. Burgard Co., Buffalo, N. Y.	$71,869 25
Richard Hopkins, Troy, N. Y.	78,999 40

ROAD NO. 1482 — PATTERSONVILLE–SCOTCH CHURCH, SCHENECTADY COUNTY — 5.42 MILES

No proposals received.

ROAD NO. 1467 — COBLESKILL–SHARON SPRINGS, PART 2, SCHOHARIE COUNTY — 5.25 MILES

No proposals received.

ROAD NO. 1211A — WATERLOO VILLAGE–SO. VIRGINIA ST., SENECA COUNTY — 0.05 MILES

S. Soper & Sons, Seneca Falls, N. Y.	$3,693 75
Kennedy Construction Co., Albany, N. Y.	3,896 50
J. W. Brennan Construction Co., Geneva, N. Y.	3,950 00

ROAD NO. 1495 — BRIDGEHAMPTON–DEVON, SUFFOLK COUNTY — 11.58 MILES

Withdrawn.

ROAD NO. 5627 — SOUTH LANSING–MYERS, TOMPKINS COUNTY — 2.46 MILES

Dana W. Robbins, Inc., Utica, N. Y.	$36,906 75
Kennedy Construction Co., Albany, N. Y.	38,902 00

ROAD NO. 1059 — CLYDE–RESORT, PART 3, WAYNE COUNTY — 1.88 MILES

Hendrickson-McCabe Cons. Co., Inc., Syracuse, N. Y.	$16,560 00
Frederick A. Biggi, Albany, N. Y.	16,900 00
Kennedy Construction Co., Albany, N. Y.	18,533 50
Chambers & Barnes, Rochester, N. Y.	18,540 00

Proposals were also received for the completion of the following highway.

ROAD NO. 5601 — SAUGERTIES VILLAGE, ULSTER COUNTY — 1.85 MILES

Frederick J. Kinney Co., Inc., Buffalo, N. Y.	$41,236 66

Proposals were also received for the furnishing and delivering of broken stone.

COUNTIES OF ONONDAGA AND WAYNE, B. S. CONTRACT NO. 73

Sidney K. Johnson, Norwich, N. Y.	$14,691 00
Pathfinder Construction Co., Fulton, N. Y.	14,734 50
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	15,032 10
F. E. Wells, Savannah, N. Y.	15,340 00
Richard Hopkins, Troy, N. Y.	16,962 50
Kennedy Construction Co., Albany, N. Y.	17,700 00

Proposals received for the furnishing and delivering of bituminous materials, on Monday, the 19th day of March, 1917.

BITUMINOUS MATERIALS — CONTRACT NO. 1 — ALL DIVISIONS

BIDDER	BINDER "A" Amount	Barrels, car lots	Barrels, less car lots
Atlantic Refining Co	$44,089 25	.093	.10
Standard Oil Company	45,952 54	.097	.104
Warner-Quinlan Asphalt Co	.....	.0978	.1053
Barber Asphalt Company	69,106 89	.146	.156

BITUMINOUS MATERIAL — CONTRACT NO. 2 — ALL DIVISIONS

BIDDER	L. C. O. Amount	Tank car lots	Barrels, car lots	Barrels, less car lots
Atlantic Refining Co	$12,083 99	.0663	.0934	.103
Standard Oil Company	12,200 35	.0665	.096	.107

BITUMINOUS MATERIAL — CONTRACT NO. 3 — ALL DIVISIONS

BIDDER	MATERIAL "T" — HOT APPLICATION AND BINDER Amount	Tank cars, hot application	Barrels, car lots, hot application	Barrels, less car lots, hot application	Barrels, car lots, binder	Barrels, less car lots, binder
The Barrett Company	$5,536 50	.09	.117	.124	.12	.125

BITUMINOUS MATERIAL — CONTRACT NO. 4 — ALL DIVISIONS

BIDDER	MATERIAL "T"—COLD APPLICATION Amount	Tank car lots
The Barrett Company	$31,346 70	.077

BITUMINOUS MATERIAL — CONTRACT NO. 5 — DIVISIONS 1, 2 AND 4

BIDDER	COLD PATCH — ASPHALTIC EMULSION Amount	Barrels, car lots	Barrels, less car lots
The Atlantic Refining Co	$59,735 32	.1319	.1398
The Headley Good Roads Co	62,890 98	.138	.1502
The Capitol City Supply & Contg. Corp	63,734 83	.14	.1517

Proposals received for the furnishing and delivering of bituminous materials on Tuesday, the 20th day of March, 1917.

BITUMINOUS MATERIAL — CONTRACT No. 6 — ALL DIVISIONS

BIDDER	MATERIAL "A"— L. H. O. Amount	Tank cars	Barrels, car lots	Barrels, less car lots
Atlantic Refining Company.	$37,851 60	.0615	.092	.10
Standard Oil Company....	39,119 60	.0658	.093	.104
Barber Asphalt Company..	46,274 00	.08	.11	.12

BITUMINOUS MATERIAL — CONTRACT No. 7 — ALL DIVISIONS

BIDDER	MATERIAL "T"— COLD APPLICATION Amount	Barrels, car lots	Barrels, less car lots
The Barrett Company.....	$38,682 10	.103	.109
The United Gas & Improvement Company.....	39,348 52	.1054	.1096

BITUMINOUS MATERIAL — CONTRACT No. 8 — DIVISIONS NOS. 3, 5, 6, 7, 8 AND 9

BIDDER	COLD PATCH — ASPHALTIC EMULSION Amount	Barrels, car lots	Barrels, less car lots
Atlantic Refining Co.....	$51,173 18	.1323	.14
Capitol City Supply and Contg. Corp.....	54,336 10	.1392	.15
Headley Good Roads Co.....	54,488 56	.1398	.1502

Proposals received for the repair of public highways by State aid on Friday, the 6th day of April, 1917.

REPAIR CONTRACT No. 1016 — ROAD No. 119 — LOUDON, PART 2, ALBANY COUNTY

Belmar Contracting Company, Inc., Troy, N. Y.....	$37,158 20
Thos. F. Shaughnessey, Albany, N. Y.....	35,660 92
Sewage Dis. & Water Plant Co., Schenectady, N. Y..	39,000 20
James P. Kelley, Waterford, N. Y.....	39,206 20

REPAIR CONTRACT NO. 1021 — ROADS NOS. 834 AND 1241 — BROOME COUNTY

Paddelford & King, Sherburne, N. Y.	$2,957 85
Griffin & Griffin, Norwich, N. Y.	2,999 22
Harris & Griffin, Norwich, N. Y.	3,014 00

REPAIR CONTRACT NO. 1040 — ROAD NO. 684 — CATO–MERIDIAN–BALDWINSVILLE, PART 1 — CAYUGA COUNTY

No proposals received.

REPAIR CONTRACT NO. 1020 — ROADS NOS. 112, 225, 598, 665, 705, 806, 5414 — CHENANGO COUNTY

Griffin & Griffin, Norwich, N. Y.	$8,589 44
Paddelford & King, Sherburne, N. Y.	8,805 95
Harris & Griffin, Norwich, N. Y.	8,848 96
The Defiance Corporation, Ticonderoga, N. Y.	9,741 79

REPAIR CONTRACT NO. 1047 — ROAD NO. 533 — WEST CHAZY–CHAZY — CLINTON COUNTY

No proposals received.

REPAIR CONTRACT NO. 1037 — ROAD NOS. 380 AND 381 — CORTLAND COUNTY

McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	$40,593 00
Pathfinder Construction Co., Fulton, N. Y.	40,986 00
Dale Engineering Co., Utica, N. Y.	42,831 00
Lane Construction Corp., Meriden, Conn.	43,176 00
Nathan E. Young, Jeffersonville, N. Y.	43,573 50
F. A. Biggi, Albany, N. Y.	46,702 00
Flood & Van Wirt Co., Hudson Falls, N. Y.	48,240 00

REPAIR CONTRACT NO. 1064 — ROAD NO. 568 — MILLBROOK–LITHGOW — DUTCHESS COUNTY

Roy J. Garofano, Amenia, N. Y.	$27,080 60

REPAIR CONTRACT NO. 1074 — ROADS NOS. 272, 522, 584, 642, 645, 1064 — ERIE COUNTY

Richard Hopkins, Troy, N. Y.	$10,449 80

REPAIR CONTRACT NO. 1025 — ROADS NOS. 186, 1148, 1164, 1225, 1226, 5427 — JEFFERSON COUNTY

Pathfinder Cons. Company, Inc., Fulton, N. Y.	$9,149 30
The Defiance Corporation, Ticonderoga, N. Y.	9,691 86
Richard Hopkins, Troy, N. Y.	10,665 88

REPAIR CONTRACT NO. 1066 — ROAD NO. 6 — RIDGE, PART 1 — MONROE COUNTY

Whitmore-Rauber & Vicinius, Inc., Rochester, N. Y.	$25,622 00
M. W. Wilbur, Rochester, N. Y.	27,579 50

REPAIR CONTRACT NO. 1050 — ROAD NO. 100 — ROCHESTER-WEBSTER, PART 3 — MONROE COUNTY

Harry W. Roberts & Co., Utica, N. Y.	$16,214 50
John W. Davitt, Albany, N. Y.	16,336 50

REPAIR CONTRACT NO. 1079 — ROADS NOS. 140 AND 271 — ONEIDA COUNTY

HARRY W. ROBERTS & CO., Utica, N. Y.	$52,885 10
Dale Engineering Co., Utica, N. Y.	54,293 10

REPAIR CONTRACT NO. 1071 — ROADS NOS. 295, 296, 560, 561, 563, 1158, 5346, 5553 — ONEIDA COUNTY

The Defiance Corporation, Ticonderoga, N. Y.	$16,624 75
Dale Engineering Company, Utica, N. Y.	18,910 75

REPAIR CONTRACT NO. 1038 — ROAD NO. 672 — SYRACUSE-BRIDGEPORT, PART 1 — ONONDAGA COUNTY

F. A. Biggi, Albany, N. Y.	$22,876 00

REPAIR CONTRACT NO. 1039 — ROADS NOS. 292 AND 486 — ONONDAGA COUNTY

F. A. Biggi, Albany, N. Y.	$32,132 00

Repair Contract No. 1084 — Road No. 5276 — Fulton–Three Rivers, Part 2 — Oswego County

No proposals received.

Repair Contract No. 1011 — Roads Nos. 285 and 439 — Rensselaer County

The Defiance Corporation, Ticonderoga, N. Y.	$46,640 00
Richard Hopkins, Troy, N. Y.	46,765 00
Flood & Van Wirt Co., Hudson Falls, N. Y.	47,207 00
W. L. Lawton, Glens Falls, N. Y.	49,933 00

Repair Contract No. 1045 — Road No. 5205 — Stillwater–Schuylerville, Part 1 — Saratoga County

No proposals received.

Repair Contract No. 1015 — Road No. 788 — South Schenectady–Mariaville — Schenectady County

J. J. Malloy, Schenectady, N. Y.	$28,688 25

Repair Contract No. 1056 — Road No. 5043 — Ithaca–Danby, Part 1 — Tompkins County

Greenfield Construction Co., Hornell, N. Y.	$16,334 60
Patrick D. Conley, Ithaca, N. Y.	16,587 90
McGreevey, McGuigan & Baum Cons. Co., Elmira, N. Y.	16,945 70

Proposals received for the repair of public highways by State aid on Monday the 9th day of April, 1917.

Repair Contract No. 1012 — Road No. 41 — Albany County

The Sewage Disposal & Water Plant Co., Schenectady, N. Y.	$13,887 00
The Belmar Contracting Co., Troy, N. Y.	14,690 10

Repair Contract No. 1028 — Roads Nos. 28, 357, 725, 1310, 5218, 1205 and 1210 — Chemung and Yates Counties

Atlantic Refining Co., Philadelphia, Pa.	$10,331 37

REPAIR CONTRACT No. 1024 — ROAD No. 64 — CHENANGO COUNTY

Thomas D. Carter, Norwich, N. Y.	$20,153 00
Nathan E. Young, Jeffersonville, N. Y.	20,923 10
Paddelford & King, Sherburne, N. Y.	21,014 25

REPAIR CONTRACT No. 1063 — ROAD No. 552 — DUTCHESS COUNTY

S. B. Van Wagonen, Inc., Rondout, N. Y.	$30,514 50

REPAIR CONTRACT No. 1046 — ROAD No. 1074 — ESSEX COUNTY

W. L. Lawton, Glens Falls, N. Y.	$25,955 74

REPAIR CONTRACT No. 1009 — ROADS NOS. 110 AND 247 — FULTON COUNTY

John P. Dugan & Co., Inc., Amsterdam, N. Y.	$25,908 20

REPAIR CONTRACT No. 1062 — ROADS NOS. 853, 1268, 5538, 714, 715, 1247, 1248, 5398, 1284, 854 AND 5410 — GENESEE, LIVINGSTON, MONROE AND WYOMING COUNTIES

Sweeney & Boland, Rochester, N. Y.	$13,870 45
Jesse J. Crouch, Rochester, N. Y.	14,376 35
Ribstein-Holter Co., Inc., Rochester, N. Y.	14,494 30
Dale Engineering Co., Utica, N. Y.	15,231 05

REPAIR CONTRACT No. 1026 — ROADS NOS. 5327 AND 5332 — LEWIS COUNTY

Pathfinder Construction Co., Inc., Fulton, N. Y.	$7,172 45
Richard Hopkins, Troy, N. Y.	8,186 90

REPAIR CONTRACT No. 1048 — ROAD No. 5302 — LIVINGSTON COUNTY

Harry W. Roberts Co., Utica, N. Y.	$23,119 00
Whitmore-Rauber & Vicinius, Inc., Rochester, N. Y.	27,138 00

REPAIR CONTRACT NO. 1007 — ROAD NO. 304 — MONTGOMERY COUNTY

John P. Dugan & Co., Inc., Amsterdam, N. Y.	$37,076 98
Dale Engineering Co., Utica, N. Y.	38,809 10

REPAIR CONTRACT NO. 1072 — ROADS NOS. 368, 369, 559, 839, 1157, 5521, 5558 — ONEIDA COUNTY

Paddelford & King, Sherburne, N. Y.	$15,703 95
The Defiance Corporation, Ticonderoga, N. Y.	17,708 45

REPAIR CONTRACT NO. 1029 — ROADS NOS. 315, 677, 678, 781, 934 AND 1303 — OTSEGO COUNTY

Harris & Griffin, Norwich, N. Y.	$5,842 94
Griffin & Griffin, Norwich, N. Y.	5,857 69
The Atlantic Refining Co., Philadelphia, Pa.	5,918 95

REPAIR CONTRACT NO. 1036 — ROAD NO. 1070 — ONONDAGA COUNTY

Dale Engineering Co., Utica, N. Y.	$4,171 50
Rossney Contracting Corp., Buffalo, N. Y.	4,431 50

REPAIR CONTRACT NO. 1044 — ROAD NO. 390 — ORLEANS COUNTY

No proposals received.

REPAIR CONTRACT NO. 1017 — ROAD NO. 536 — RENSSELAER COUNTY

W. L. Lawton, Glens Falls, N. Y.	$32,407 00
The Defiance Corporation, Ticonderoga, N. Y.	37,559 60

REPAIR CONTRACT NO. 1019 — ROAD NOS. 1215, 1234, 5444 AND 5458 — SCHOHARIE COUNTY

Harris & Griffin, Norwich, N. Y.	$10,070 85
The Atlantic Refining Co., Philadelphia, Pa.	10,221 95
Wm. G. Fox, Saratoga, N. Y.	10,327 70
Richard Hopkins, Troy, N. Y.	11,286 10

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REPAIR CONTRACT No. 1057 — ROAD No. 5208 — SCHUYLER COUNTY

Holleran Bros., Elmira, N. Y.	$10,240 91
Frank F. Murray, Rochester, N. Y.	10,511 56

REPAIR CONTRACT No. 1022 — ROADS No. 999, 1232, 5474, 5215, 5471, 72, 336, 338, 606, 5213, 5256, 5474 — SCHUYLER, TIOGA AND TOMPKINS COUNTIES

The Atlantic Refining Co., Philadelphia, Pa.	$18,961 57

REPAIR CONTRACT No. 1058 — ROAD No. 231 — ULSTER COUNTY

DeGraff & Hogeboom, Inc., Kingston, N. Y.	$31,375 40
Samuel Beskin, Beacon, N. Y.	31,757 08
S. B. VanWagonen, Inc., Rondout, N. Y.	32,374 08
C. I. Schoentag, Saugerties, N. Y.	32,958 80
John A. Jova, Inc., Newburgh, N. Y.	33,227 90

REPAIR CONTRACT No. 1018 — ROADS Nos. 85, 720, 720A, 1080 AND 1224 — WASHINGTON COUNTY

William G. Fox, Saratoga, N. Y.	$3,566 70

Proposals received for the repair of public highways by State aid on Wednesday, the 11th day of April, 1917.

REPAIR CONTRACT No. 1013 — ROAD No. 5010 — ALBANY COUNTY

Sewage Disposal & Water Plant Company, Schenectady, N. Y.	$15,613 10

REPAIR CONTRACT No. 1042 — ROADS Nos. 5502, 1102, 1104, 5253C, 5255 AND 5352A — ALLEGANY AND STEUBEN COUNTIES

Kennedy Construction Co., Albany, N. Y.	$18,011 50

REPAIR CONTRACT No. 1073 — ROADS Nos. 730, 731, 5264, 873 AND 5151 — CATTARAUGUS AND CHAUTAUQUA COUNTIES

Richard Hopkins, Troy, N. Y.	$7,650 35

Repair Contract No. 1032 — Roads Nos. 596 and 596A — Chenango County

Paddelford & King, Sherburne, N. Y.	$20,236 00
Jos. Walker, Albany, N. Y.	20,917 00
Edgecomb Brothers, Inc., Binghamton, N. Y.	20,999 50

Repair Contract No. 1023 — Road No. 217 — Delaware County

Edgecomb Brothers, Inc., Binghamton, N. Y.	$8,278 00
DeGraff & Hogeboom, Inc., Kingston, N. Y.	9,433 50
Richard Hopkins, Troy, N. Y.	9,667 00

Repair Contract No. 1065 — Road No. 5367 — Greene County

Catskill Construction Co., Catskill, N. Y.	$38,938 10
Belmar Contracting Co., Inc., Troy, N. Y.	41,500 10

Repair Contract No. 1078 — Roads Nos. 167, 294, 401, 574A, 648, 766, 767, 1283, 1290, 1337, 1367, 716, 717, 829 and 191 — Monroe, Livingston and Ontario Counties

Jesse J. Crouch, Rochester, N. Y.	$15,586 08
Dale Engineering Co., Utica, N. Y.	16,974 70
Ribstein-Holter Co., Inc., Rochester, N. Y.	16,997 67

Repair Contract No. 1069 — Roads Nos. 337, 1160, 1216, 1217 and 5492 — Madison County

Griffin & Griffin, Norwich, N. Y.	$6,332 80
Paddelford & King, Sherburne, N. Y.	6,337 75

Repair Contract No. 1067 — Road No. 15 — Monroe County

William Bailey & Co., Rochester, N. Y.	$9,853 00
Whitmore-Rauber & Vicinius, Rochester, N. Y.	10,824 75
Ribstein-Holter Co., Inc., Rochester, N. Y.	10,878 65

Repair Contract No. 1070 — Roads Nos. 107, 155, 397, 511, 5124 and 5125 — Montgomery County

H. A. Murphy, Albany, N. Y.	$10,448 60
John P. Dugan & Co., Inc., Amsterdam, N. Y.	10,833 90

REPAIR CONTRACT No. 1053 — ROADS NOS. 547 AND 5106 — NASSAU COUNTY

Edward Monahan, Manhattan Beach, N. Y.	$11,821 19

REPAIR CONTRACT No. 1033 — ROAD No. 487 — ONONDAGA COUNTY

Charles E. Haney, Camillus, N. Y.	$29,645 30
Flood & Van Wirt Co., Hudson Falls, N. Y.	32,367 60
Guy B. Dickinson, Syracuse, N. Y.	33,617 20

REPAIR CONTRACT No. 1085 — ROADS NOS. 74 AND 971 — ONONDAGA COUNTY

Harry W. Roberts Co., Utica, N. Y.	$40,883 95
Guy B. Dickinson, Syracuse, N. Y.	42,344 15

REPAIR CONTRACT No. 1075 — ROADS NOS. 146, 207 AND 333 — ONTARIO COUNTY

Dale Engineering Co., Utica, N. Y.	$19,740 00
Frank T. Murray, Rochester, N. Y.	20,270 00

REPAIR CONTRACT No. 1043 — ROAD No. 387 — ORLEANS COUNTY

Wing & Munger, Holley, N. Y.	$28,429 00
Greece Construction Co., Rochester, N. Y.	31,983 50

REPAIR CONTRACT No. 1059 — ROADS NOS. 162, 220, 316, 708 AND 784 — OTSEGO COUNTY

Dana W. Robbins, Inc., New York City	$19,911 50
Richard Hopkins, Troy, N. Y.	20,526 80

REPAIR CONTRACT No. 1014 — ROAD No. 1115 — RENSSELAER COUNTY

Belmar Contg. Co., Inc., Troy, N. Y.	$15,460 25
Sewage Disposal & Water Plant Co., Schenectady, N. Y.	16,319 00

REPAIR CONTRACT NO. 1054 — ROADS NOS. 907 AND 5351 — STEUBEN COUNTY

Dale Engineering Co., Utica, N. Y.	$25,941 52
Frank T. Murray, Rochester, N. Y.	28,277 15
T. H. Gill Co., Binghamton, N. Y.	29,391 92
Kennedy Construction Co., Albany, N. Y.	32,084 24

REPAIR CONTRACT NO. 1061 — ROAD NO. 1018 — SUFFOLK COUNTY

No proposals received.

REPAIR CONTRACT NO. 1052 — ROAD NO. 5173 — ULSTER COUNTY

Samuel Beskin, Beacon, N. Y.	$32,214 15
DeGraff & Hogeboom, Inc., Kingston, N. Y.	36,595 18

Proposals received for the repair of public highways by State aid on Friday, the 13th day of April, 1917.

REPAIR CONTRACT NO. 1086 — ROADS NOS. 1174, 111, 123, 737, 882, 509, 5171 AND 5087 — CAYUGA, CORTLAND, OSWEGO AND SENECA COUNTIES

Richard Hopkins, Troy, N. Y.	$11,601 00

REPAIR CONTRACT NO. 1027 — ROADS NOS. 884 AND 1126 — FRANKLIN AND ST. LAWRENCE COUNTIES

Herbert W. Fearl, Potsdam, N. Y.	$3,988 80

REPAIR CONTRACT NO. 1060 — ROADS NOS. 797 AND 998 — GREENE COUNTY

No proposals received.

REPAIR CONTRACT NO. 1068 — ROADS NOS. 460, 461, 463, 465, 466, 471, 830, 5466, 5524 — HERKIMER COUNTY

No proposals received.

REPAIR CONTRACT NO. 1049 — ROAD NO. 482 — LIVINGSTON COUNTY

Frank T. Murray, Rochester, N. Y.	$15,260 00
T. H. Gill Co., Binghamton, N. Y.	15,904 00
Dale Engineering Co., Utica, N. Y.	16,992 00
Greece Construction Co., Rochester, N. Y.	17,404 00
Kennedy Construction Co., Albany, N. Y.	18,623 00

REPAIR CONTRACT No. 1076 — ROADS NOS. 286, 760, 1281, 386, 391, 392, 581 AND 1293 — MONROE AND ORLEANS COUNTIES

Sweeney & Boland, Rochester, N. Y.	$12,587 37
Ribstein-Holter Co., Inc., Rochester, N. Y.	13,110 34
Dale Engineering Co., Utica, N. Y.	13,879 45

REPAIR CONTRACT No. 1077 — ROADS NOS. 1187, 5522, 485, 484, 608, 636, 662, 1196 AND 5511 — MONROE AND ONTARIO COUNTIES

Jesse J. Crouch, Rochester, N. Y.	$9,544 93
Dale Engineering Co., Utica, N. Y.	10,573 10

REPAIR CONTRACT No. 1010 — ROAD No. 299 — MONTGOMERY COUNTY

John P. Dugan & Co., Inc., Amsterdam, N. Y.	$14,426 85

REPAIR CONTRACT No. 1031 — ROAD No. 219 — OTSEGO COUNTY

Jos. Walker, Albany, N. Y.	$4,260 10

REPAIR CONTRACT No. 1030 — ROADS NOS. 936, 5240, 5247, 5455 AND 5443 — OTSEGO AND DELAWARE COUNTIES

Harris & Griffin, Norwich, N. Y.	$9,439 15
Atlantic Refining Co., Philadelphia, Pa.	9,507 00
Dana W. Robbins, Inc., New York City	10,358 10
Richard Hopkins, Troy, N. Y.	10,551 18

REPAIR CONTRACT No. 1008 — ROAD No. 478 — RENSSELAER COUNTY

Flood & VanWirt Co., Hudson, N. Y.	$26,431 00

REPAIR CONTRACT No. 1034 — ROAD No. 5282 — SENECA COUNTY

Kennedy Construction Co., Albany, N. Y.	$7,975 00

Repair Contract No. 1080 — Road No. 5211 — Steuben County

Frank T. Murray, Rochester, N. Y.	$40,450 41
Dale Engineering Co., Utica, N. Y.	42,747 30
John C. Bradley, Corning, N. Y.	44,017 52
T. H. Gill Co., Binghamton, N. Y.	44,522 13

Repair Contract No. 1082 — Roads Nos. 906 and 5254 — Steuben County

Frank T. Murray, Rochester, N. Y.	$18,927 84
Kennedy Construction Co., Albany, N. Y.	18,961 50
Greenfield Construction Co., Hornell, N. Y.	19,433 34

Repair Contract No. 1035 — Road No. 699 — Sullivan County

Nathan E. Young, Jeffersonville, N. Y.	$25,783 80

Repair Contract No. 1083 — Roads Nos. 5289 and 29, Tioga and Chemung Counties

Holleran Brothers, Elmira, N. Y.	$13,865 53
Peter F. Connolly, Elmira, N. Y.	14,969 64

Repair Contract No. 1051 — Road No. 722 — Washington County

No proposals received.

Repair Contract No. 1087 — Road No. 724 — Washington County

No proposals received.

Repair Contract No. 1041 — Road No. 919 — Wayne County

Frank T. Murray, Rochester, N. Y.	$22,218 00
Greece Construction Co., Rochester, N. Y.	23,671 50
Dale Engineering Co., Utica, N. Y.	23,806 20
Edward M. Harvie, Savannah, N. Y.	24,040 40
Chambers & Barnes, Rochester, N. Y.	29,823 00

Repair Contract No. 1055 — Road No. 5323 — Yates County

Frank T. Murray, Rochester, N. Y.	$11,450 53
Thomas F. Murray, Leroy, N. Y.	12,112 38

Proposals received for the repair of public highways by State aid, on Tuesday, the 1st day of May, 1917.

REPAIR CONTRACT NO. 1093 — ROADS NOS. 420 AND 5215 — BROOME COUNTY

Nathan E. Young, Jeffersonville, N. Y.	$32,970 50
C. F. Sullivan, Syracuse, N. Y.	36,568 00

REPAIR CONTRACT NO. 1094 — ROADS NOS. 275 AND 420 — BROOME COUNTY

Sherman Contg. Co., Inc., Oneonta, N. Y.	$14,829 50

REPAIR CONTRACT NO. 1040 — ROAD NO. 684 — CAYUGA COUNTY

G. Clayton Hill, Fulton, N. Y.	$10,674 75

REPAIR CONTRACT NO. 1098 — ROADS NOS. 384 AND 752 — CAYUGA COUNTY

Brayer Brothers, Auburn, N. Y.	$18,634 50
Pathfinder Construction Co., Fulton, N. Y.	19,592 00

REPAIR CONTRACT NO. 1047 — ROAD NO. 533 — CLINTON COUNTY

Spellman-Oliver Co., Chateaugay, N. Y.	$25,195 00

REPAIR CONTRACT NO. 1091 — ROADS NOS. 341 AND 649 — COLUMBIA COUNTY

No proposals received.

REPAIR CONTRACT NO. 1081 — ROAD NO. 529 — ERIE COUNTY

John Johnson Construction Co., Buffalo, N. Y.	$29,392 50

REPAIR CONTRACT NO. 1088 — ROAD NO. 527 — ERIE COUNTY

Richard Hopkins, Troy, N. Y.	$22,985 00
Rossney Contg. Corp., Buffalo, N. Y.	23,445 50

REPAIR CONTRACT NO. 1097 — ROAD NO. 129 — ERIE COUNTY

Stanley Construction Co., Buffalo, N. Y..... $17,782 00

REPAIR CONTRACT NO. 1105 — ROADS NOS. 524 AND 525 — ERIE COUNTY

Richard Hopkins, Troy, N. Y..... $60,428 72

REPAIR CONTRACT NO. 1090 — ROAD NO. 238 — JEFFERSON COUNTY

No proposals received.

REPAIR CONTRACT NO. 1109 — ROAD NO. 440 — JEFFERSON COUNTY

Pathfinder Construction Co., Inc., Fulton, N. Y..... $4,952 70

REPAIR CONTRACT NO. 1108 — ROADS NOS. 425, 1182 AND 5266 — JEFFERSON COUNTY

Herbert W. Fearl, Potsdam, N. Y..... $4,166 47
Pathfinder Construction Co., Fulton, N. Y..... 4,349 25

REPAIR CONTRACT NO. 1100 — ROAD NO. 507 — NIAGARA COUNTY

C. B. Whitmore Co., Lockport, N. Y..... $51,721 00
John Moon, Lockport, N. Y..... 52,650 10

REPAIR CONTRACT NO. 1106 — ROAD NO. 643 — NIAGARA COUNTY

No proposals received.

REPAIR CONTRACT NO. 1092 — ROAD NO. 156 — ORANGE COUNTY

Schunnemunk Cons. Co., Highland Mills, N. Y..... $49,720 35

REPAIR CONTRACT NO. 1104 — ROAD NO. 115 — ORANGE COUNTY

Schunnemunk Cons. Co., Highland Mills, N. Y..... $29,978 85

REPAIR CONTRACT NO. 1107 — ROADS NOS. 43 AND 154 — ORANGE COUNTY

Schunnemunk Cons. Co., Highland Mills, N. Y..... $11,522 50

REPAIR CONTRACT No. 1084 — ROAD No. 5276 — OSWEGO COUNTY

Pathfinder Construction Co., Fulton, N. Y.	$17,159 21
Rossney Contracting Co., Buffalo, N. Y.	17,323 00

REPAIR CONTRACT No. 1099 — ROAD No. 678 — OTSEGO COUNTY

No proposals received.

REPAIR CONTRACT No. 1045 — ROAD No. 5205 — SARATOGA COUNTY

No proposals received.

REPAIR CONTRACT No. 1101 — ROAD No. 794 — SUFFOLK COUNTY

Thomas Doran, Sr., Huntington, N. Y.	$49,668 00

REPAIR CONTRACT No. 1095 — ROADS NOS. 899 AND 900 — WESTCHESTER COUNTY

James A. Webb, Salem Center, N. Y.	$3,063 84
Irish & Bradley, Yorktown Heights, N. Y.	3,186 93

REPAIR CONTRACT No. 1096 — ROADS NOS. 405, 519, 520 AND 587 — WESTCHESTER COUNTY

James A. Webb, Salem Center, N. Y.	$6,566 28
Irish & Bradley, Yorktown Heights, N. Y.	6,872 86

REPAIR CONTRACT No. 1102 — ROADS NOS. 34, 52 AND 53 — WESTCHESTER COUNTY

No proposals received.

REPAIR CONTRACT No. 1103 — ROAD No. 503 — WESTCHESTER COUNTY

Granite Contracting Co., Inc., Cohoes, N. Y.	$36,387 00
Lewis Petrillo, Mt. Vernon, N. Y.	36,406 00
Daly & Merritt, Inc., Portchester, N. Y.	37,485 00

Proposals received for the improvement of public highways by State aid, on Monday, the 7th day of May, 1917.

ROAD NO. 1468 — COEYMANS–INDIAN FIELDS, PART 1, ALBANY COUNTY — 1.45 MILES

No proposals received.

ROAD NO. 1479 — ARCADE–FARMERSVILLE, PART 2, CATTARAUGUS COUNTY — 4.15 MILES

No proposals received.

ROAD NO. 1480 — LEON–WESLEY, PART 1 — CATTARAUGUS COUNTY 3.00 MILES

No proposals received.

ROAD NO. 1510 — AFTON–COVENTRY, PART 2 — CHENANGO COUNTY 2.92 MILES

No proposals received.

ROAD NO. 1489 — CHAZY–CHAMPLAIN, CLINTON COUNTY — 3.34 MILES

No proposals received.

ROAD NO. 1447 — BRANT–NORTH COLLINS, ERIE COUNTY — 4.50 MILES

Rossney Contracting Corp., Buffalo, N. Y..... $74,409 50

ROAD NO. 5634 — EVANS CENTER–FARNHAM, ERIE COUNTY — 5.26 MILES

No proposals received.

ROAD NO. 5635 — MARILLA–WALES CENTER, ERIE COUNTY — 5.78 MILES

No proposals received.

ROAD NO. 1411 — WADHAMS MILLS–WHALLONSBURG, ESSEX COUNTY — 4.95 MILES

No proposals received.

ROAD NO. 1496 — WESTPORT–ELIZABETHTOWN, ESSEX COUNTY — 8.85 MILES

No proposals received.

ROAD NO. 1511 — LAKE PLACID VILLAGE, MAIN STREET AND SARANAC AVENUE, ESSEX COUNTY — 1.09 MILES

No proposals received.

ROAD NO. 1385 — TUPPER LAKE–SARANAC LAKE, PART 1, FRANKLIN COUNTY — 3.53 MILES

Withdrawn.

ROAD NO. 1442 — BARNES CORNERS–COPENHAGEN, PART 2, LEWIS COUNTY — 4.74 MILES

No proposals received.

ROAD NO. 1490 — BARNES CORNERS–WEST LOWVILLE, PART 1, LEWIS COUNTY — 5.37 MILES

Dale Engineering Co., Utica, N. Y..... $57,940 85

ROAD NO. 1392 — RUSH–MENDON, PART 1, MONROE COUNTY — 3.69 MILES

No proposals received.

ROAD NO. 1481 — ELMGROVE–RIDGE, MONROE COUNTY — 2.73 MILES

No proposals received.

ROAD NO. 410 — FORT PLAIN–HESSVILLE–SPROUT BROOK, MONTGOMERY COUNTY — 5.66 MILES

William C. Flannery, Oneonta, N. Y..... $47,826 81

ROAD NO. 514 — SNOOKS CORNERS–AMSTERDAM, MONTGOMERY COUNTY — 2.70 MILES

No proposals received.

ROAD NO. 517 — PALATINE BRIDGE–STONE ARABIA, MONTGOMERY COUNTY — 3.70 MILES

No proposals received.

ROAD NO. 1498 — MANNY CORNERS–BLUE CORNERS, MONTGOMERY COUNTY — 3.63 MILES

No proposals received.

ROAD NO. 1504 — STONE ARABIA–EPHRATAH, PART 1, MONTGOMERY COUNTY — 2.74 MILES

No proposals received.

ROAD NO. 5590 — LEWISTON HEIGHTS–LEWISTON, NIAGARA COUNTY — 0.61 MILES

No proposals received.

Road No. 5604 — Utica–Poland, Part 1, Oneida County — 1.05 Miles

No proposals received.

Road No. 5605 — Utica City–Oneida Street, Oneida County — 0.53 Miles

Harry W. Roberts & Co., Utica, N. Y..... $27,649 70

Road No. 5640 — Camden Village: Church, Main & Mexico Streets, Oneida County — 1.27 Miles

Harry W. Roberts Co., Utica, N. Y..... $56,262 75
William Brennan, Herkimer, N. Y..... 56,289 00

Road No. 1505 — Jordan Village: North Main Street, Onondaga County — 0.96 Miles

C. F. Sullivan, Syracuse, N. Y..... .....

Road No. 1506 — Jordan–Baldswinville, Part 1, Onondaga County — 5.52 Miles

Dale Engineering Co., Utica, N. Y..... $63,995 75

Road No. 1507 — Baldwinsville–Plainville, Onondaga County 7.45 Miles

No proposals received.

Road No. 5625 — Fayetteville–Chittenango, Onondaga County 3.94 Miles

No proposals received.

Road No. 5630 — Weedsport–Jordan, Part 2, Onondaga County 1.76 Miles

C. F. Sullivan, Syracuse, N. Y..... $40,982 20

Road No. 1508, Washingtonville Village, Orange County — 2.48 Miles

No proposals received.

ROAD NO. 1502 — SHORT CLOVE, ROCKLAND COUNTY — 0.24 MILES

Eugene Cavallo, Haverstraw, N. Y.	$15,472 15
County of Rockland, Stony Point, N. Y.	15,618 95
John A. Jova, Newburgh, N. Y.	16,635 80

ROAD NO. 1461 — SCHUYLERVILLE–GANSEVOORT, SARATOGA COUNTY — 9.06 MILES

No proposals received.

ROAD NO. 1482 — PATTERSONVILLE–SCOTCH CHURCH, SCHENECTADY COUNTY — 3.42 MILES

No proposals received.

ROAD NO. 5577 — MIDDLEBURG–BREAKABEEN, SCHOHARIE COUNTY — 7.96 MILES

Lane Construction Corp., Meriden, Conn.	$130,867 06

ROAD NO. 1103 — HARTSVILLE–CANISTEO, STEUBEN COUNTY — 5.59 MILES

Kennedy Construction Co., Albany, N. Y.	$98,465 00

ROAD NO. 1048 — SMITHTOWN–FORT SALONGA, PART 1, SUFFOLK COUNTY — 3.87 MILES

Robert W. Smith, New York City	$13,989 00
James McAvoy, New York City	17,409 50

ROAD NO. 1464 — HIGH FALLS–STONE RIDGE, ULSTER COUNTY — 1.80 MILES

Conway Brothers & Kennedy, Eddyville, N. Y.	$28,724 48
Jos. Walker, Albany, N. Y.	28,974 25

ROAD NO. 1501 — CHESTERTOWN–HAGUE, PART 4, WARREN COUNTY — 4.59 MILES

No proposals received.

ROAD NO. 5637 — WHITEHALL–DRESDEN, PART 2, WASHINGTON COUNTY — 5.77 MILES

No proposals received.

Road No. 5606 — Tuckahoe–White Plains, Part 2, Westchester County — 2.74 Miles

James McAvoy, New York City	$67,809 60
Wilkes-Casey Eng. & Contg. Co., New Rochelle, N. Y.	80,303 10

Road No. 1456 — Westchester Avenue, Westchester County — 1.09 Miles

No proposals received.

Road No. 1370 — Harts Corners–White Plains, Westchester County — 1.74 Miles

No proposals received.

Proposals received for the repair of public highways by State aid, on Monday, the 28th day of May, 1917.

Repair Contract No. 1112 — Road No. 508 — Albany County

No proposals received.

Repair Contract No. 1113 — Roads Nos. 198 and 566 — Albany County

S. B. VanWagenen, Inc., Rondout, N. Y.	$37,440 38
Lane Construction Corp., Meriden, Conn.	38,491 88
W. L. Lawton, Glens Falls, N. Y.	40,948 88

Repair Contract No. 1040 — Road No. 684 — Cayuga County

Edwin M. Harvie, Savannah, N. Y.	$10,665 75
G. C. Hill, Fulton, N. Y.	11,301 70

Repair Contract No. 1091 — Roads Nos. 341 and 649, Columbia County

John A. Jova, Inc., Newburgh, N. Y.	$44,701 60

Repair Contract No. 1046 — Road No. 744 — Essex County

No proposals received.

Repair Contract No. 1060 — Roads Nos. 797 and 998 — Greene County

No proposals received.

REPAIR CONTRACT NO. 1111 — ROAD NO. 5368 — GREENE COUNTY

Hawley Miller, Albany, N. Y.	$60,065 00
C. I. Scheontag, Saugerties, N. Y.	61,769 80
Jos. Walker, Albany, N. Y.	62,235 60

REPAIR CONTRACT NO. 1068 — ROADS NOS. 460, 461, 463, 465, 466, 471–830–5466 AND 5524, HERKIMER COUNTY

Newport Construction Co., Herkimer, N. Y.	$20,631 71

REPAIR CONTRACT NO. 1090 — ROAD NO. 1238 — JEFFERSON COUNTY

No proposals received.

REPAIR CONTRACT NO. 1106 — ROAD NO. 643 — NIAGARA COUNTY

Greece Construction Co., Rochester, N. Y.	$29,918 75
Frank L. Cohen, Buffalo, N. Y.	32,877 50

REPAIR CONTRACT NO. 1089 — ROAD NO. 5576 — ONTARIO COUNTY

Greece Construction Co., Rochester, N. Y.	$41,837 75
Dale Engineering Co., Utica, N. Y.	42,411 75

REPAIR CONTRACT NO. 1044 — ROAD NO. 390 — ORLEANS COUNTY

Greece Construction Co., Rochester, N. Y.	$15,300 00
Chas. A. Ingersoll, Medina, N. Y.	19,300 00

REPAIR CONTRACT NO. 1099 — ROAD NO. 678 — OTSEGO COUNTY

Sydney K. Johnson, Norwich, N. Y.	$17,495 75

REPAIR CONTRACT NO. 1116 — ROADS NOS. 981 AND 5196 — RENSSELAER COUNTY

The Belmar Contg. Co., Troy, N. Y.	$18,236 50
W. L. Lawton, Glens Falls, N. Y.	18,829 00
John B. Dower, Ballston Spa, N. Y.	18,936 50
S. B. VanWagenen, Inc., Rondout, N. Y.	19,025 50

Repair Contract No. 1045 — Road No. 5205 — Saratoga County

No proposals received.

Repair Contract No. 1034 — Road No. 5282 — Seneca County

No proposals received.

Repair Contract No. 1114 — Road No. 1018 — Suffolk County

Robert W. Smith Corp., New York City	$11,482 75

Repair Contract No. 1101 — Road No. 794 — Suffolk County

Robert W. Smith Corp., New York City	$37,968 30
The Estate of Louis Balbuzzi, Huntington, N. Y.	43,695 00

Repair Contract No. 1110 — Roads Nos. 231 and 310 — Ulster County

DeGraff & Hogeboom, Inc., Kingston, N. Y.	$11,326 00

Repair Contract No. 1115 — Road No. 724 — Washington County

No proposals received.

Repair Contract No. 1018 — Roads Nos. 85, 720, 720A, 1080 and 1224 — Washington County

No proposals received.

Repair Contract No. 1102 — Roads Nos. 34, 52 and 53 — Westchester County

Frank L. Cohen, Buffalo, N. Y.	$115,858 40
Oswego Construction Co., Inc., Dayton, Ohio	116,889 15
E. T. Eggleston, Yonkers, N. Y.	116,941 90

Proposals were also received for the construction of the following highways.

Road No. 1484 — Philadelphia Village: North and South Main Streets — Jefferson County — 0.66 Miles

Ross Brothers, Copenhagen, N. Y.	$13,037 90
Pathfinder Construction Co., Fulton, N. Y.	13,562 00

ROAD NO. 1332 — CLAVERACK–CHATHAM, PART 3, COLUMBIA COUNTY — 7.77 MILES

Raymond A. Felton, Albany, N. Y..... $50,546 02

Proposals received for the repair of public highways by State aid on Monday, the 9th day of July, 1917.

REPAIR CONTRACT NO. 1130 — ROAD NO. 193 — ALBANY COUNTY

Kennedy Construction Co., Albany, N. Y..... $40,908 00

REPAIR CONTRACT NO. 1112 — ROAD NO. 508 — ALBANY COUNTY

Hawley Miller, Albany, N. Y..... $34,266 60
Kennedy Contg. Co., Albany, N. Y..... 35,975 50

REPAIR CONTRACT NO. 1129 — ROAD NO. 5022 — BROOME COUNTY

Joseph Walker, Albany, N. Y..... $33,362 10
Edgecomb Bros., Inc., Binghamton, N. Y..... 33,506 70

REPAIR CONTRACT NO. 1124 — ROAD NO. 126 — BROOME COUNTY

Jos. Walker, Albany, N. Y..... $21,588 75
Thomas L. Ryan, Binghamton, N. Y..... 21,667 50
Edgecomb Bros., Inc., Binghamton, N. Y..... 22,230 00

REPAIR CONTRACT NO. 1126 — ROAD NO. 601 — CATTARAUGUS COUNTY

No proposals received.

REPAIR CONTRACT NO. 1132 — ROAD NO. 698 — CHAUTAUQUA COUNTY

No proposals received.

REPAIR CONTRACT NO. 1117 — ROADS NOS. 5072 AND 5073 — COLUMBIA COUNTY

Samuel Beskin, Beacon, N. Y..... $54,424 00

REPAIR CONTRACT NO. 1120 — ROAD NO. 584 — ERIE COUNTY

Richard Hopkins, Troy, N. Y..... $24,740 00

Repair Contract No. 1046 — Road No. 744 — Essex County

The Lane Construction Co., Meriden, Conn.	$29,863 95
W. L. Lawton, Glens Falls, N. Y.	30,592 16

Repair Contract No. 1060 — Road Nos. 797 and 998 — Greene County

No proposals received.

Repair Contract No. 1068 — Roads Nos. 460, 461, 463, 465, 466, 471, 830, 5466 and 5524 — Herkimer County

Pathfinder Construction Co., Fulton, N. Y.	$20,649 85
The Defiance Corp., Ticonderoga, N. Y.	20,649 85
Herbert W. Fearl, Potsdam, N. Y.	20,823 65
Newport Construction Co., Herkimer, N. Y.	21,120 46

Repair Contract No. 1090 — Road No. 238 — Jefferson County

Arthur F. McConville, Ogdensburg, N. Y.	$29,100 90
Thomas O'Brien, Watertown, N. Y.	31,945 95

Repair Contract No. 1125 — Road No. 5302 — Livingston County

Harry W. Roberts Co., Utica, N. Y.	19,740 00

Repair Contract No. 1122 — Road No. 9100 — Livingston County

Greenfield Construction Co., Hornell, N. Y.	$9,936 00
McCarthy & Wall, Mt. Morris, N. Y.	10,021 00
Frank T. Murray, Rochester, N. Y.	10,200 00

Repair Contract No. 1121 — Road No. 253 — Monroe County

Whitmore-Rauber & Vicinius, Rochester, N. Y.	$20,939 20
Ribstein-Holter Co., Rochester, N. Y.	22,260 00
Thomas Holerhan, Rochester, N. Y.	22,938 40

Repair Contract No. 1123 — Road No. 5406 — Oneida County

Griffin & Griffin, Norwich, N. Y.	$1,199 94

REPAIR CONTRACT NO. 1131 — ROAD NO. 438 — ONEIDA COUNTY

Harry W. Roberts Co., Utica, N. Y.	$44,946 00

REPAIR CONTRACT NO. 1089 — ROAD NO. 5576 — ONTARIO COUNTY

P. H. Murray, Rochester, N. Y.	$40,896 25
Dale Engineering Co., Utica, N. Y.	43,730 50

REPAIR CONTRACT NO. 1118 — ROAD NO. 65 — ORANGE COUNTY

Schunnemunk Cons. Co., Highland Mills, N. Y.	$35,015 00

REPAIR CONTRACT NO. 1127 — ROAD NO. 5044 — OSWEGO COUNTY

No proposals received.

REPAIR CONTRACT NO. 1128 — ROAD NO. 450 — OSWEGO COUNTY

Kennedy Construction Co., Albany, N. Y.	$15,394 50

REPAIR CONTRACT NO. 1099 — ROAD NO. 678 — OTSEGO COUNTY

No proposals received.

REPAIR CONTRACT NO. 1045 — ROAD NO. 5205 — SARATOGA COUNTY

Richard Hopkins, Troy, N. Y.	$37,890 00

REPAIR CONTRACT NO. 1034 — ROAD NO. 5282 — SENECA COUNTY

Dana W. Robbins, Inc., New York City	$9,403 25
General Crushed Stone Co., Easton, Pa.	9,453 75
Pathfinder Construction Co., Fulton, N. Y.	9,495 00
Kennedy Construction Co., Albany, N. Y.	10,220 00

REPAIR CONTRACT NO. 1133 — ROAD NO. 906 — STEUBEN COUNTY

Greenfield Construction Co., Hornell, N. Y.	$24,582 50
Kennedy Construction Co., Albany, N. Y.	24,675 91

REPAIR CONTRACT NO. 1018 — ROADS NOS. 85, 720, 720A, 1080, 1224 — WASHINGTON COUNTY

Herbert W. Fearl, Potsdam, N. Y.	$3,945 95
D. H. Noonan & Son, Saratoga Springs, N. Y.	4,359 50

BROKEN STONE CONTRACT No. 74 — HIGHWAY No. 1038 — ERIE COUNTY

William K. Frank, Buffalo, N. Y.	$10,263 75
Sydney K. Johnson, Norwich, N. Y.	10,863 75
C. E. Wells, Savannah, N. Y.	10,890 00
Richard Hopkins, Troy, N. Y.	11,447 10
George W. Moore, Buffalo, N. Y.	11,551 75
G. C. Hill, Fulton, N. Y.	11,677 00

Proposals received for the improvement by State aid of the following highways, on Monday, the 30th day of July, 1917.

ROAD No. 1372A — OSBORN CORNER–SCHENECTADY COUNTY LINE, ALBANY COUNTY — 0.12 MILE

No proposal received.

ROAD No. 1405 — THOMPSON'S LAKE–VAN AUKEN CORNER, ALBANY COUNTY — 2.93 MILES

Graylock Construction Co., New York City	$19,934 40
Klein-Zwick Company, Albany, N. Y.	24,411 67

ROAD No. 1163 — PUTNAM COUNTY LINE–STONEHOUSE, DUTCHESS COUNTY — 6.18 MILES

No proposals received.

ROAD No. 1100 — INDIAN LAKE–COUNTY LINE, HAMILTON COUNTY — 4.54 MILES

No proposals received.

ROAD No. 1346 — FRANKFORT–GULP, HERKIMER COUNTY — 5.10 MILES

No proposals received.

ROAD No. 1300 — BARNES CORNERS–WEST LOWVILLE, PART 2, LEWIS COUNTY — 8.82 MILES

Dale Engineering Co., Utica, N. Y.	$118,975 60

ROAD No. 1321 — CONESUS–WAYLAND, LIVINGSTON COUNTY — 8.34 MILES

Atlanta Construction Co., Wayland, N. Y.	$131,537 40
P. H. Murray, Rochester, N. Y.	151,568 64

ROAD NO. 1361 — ONEIDA LAKE–SOUTH BAY AND ONEIDA–SOUTH BAY, PART 2, MADISON COUNTY — 5.65 MILES

Graylock Construction Co., New York City	$49,292 59

ROAD NO. 410 — FORT PLAIN–HESSVILLE–SPROUT BROOK, MONTGOMERY COUNTY — 7.10 MILES

No proposals received.

ROAD NO. 5280 — LITTLE NECK–OLD WESTBURY, PART 2, NASSAU COUNTY — 1.57 MILES

James McAvoy, New York City	$37,504 05
Jos. Capek, Inc., Astoria, L. I.	37,936 25
Robert W. Smith Corp., New York City	37,955 50
Edwin F. Monahan, Manhattan Beach, N. Y.	38,519 75
Greene & Marshall, Inc., Westbury, N. Y.	40,495 50
Thomas F. Tuohy & Co., Inc., Flushing, N. Y.	43,415 00

ROAD NO. 5590 — LEWISTON HEIGHTS–LEWISTON, NIAGARA COUNTY — 0.61 MILE

No proposals received.

ROAD NO. 5547 — WHITESBORO–CAREY CORNERS, ONEIDA COUNTY — 0.70 MILE

No proposals received.

ROAD NO. 5604 — UTICA–POLAND, PART 1, ONEIDA COUNTY — 1.05 MILES

Harry W. Roberts & Co., Utica, N. Y.	$47,765 50

ROAD NO. 1073A — MINOA–MANLIUS CENTER–MANLIUS, ONONDAGA COUNTY — 2.37 MILES

No proposals received.

ROAD NO. 1208 — EAST ISLIP–SMITHTOWN BRANCH, SUFFOLK COUNTY — 9.57 MILES

Robert W. Smith Corp., New York City	$170,951 70
Robert W. Smith Corp., New York City	173,051 80
Brislin Company, Inc., Brooklyn, N. Y.	209,675 50

Road No. 5571 — White Plains–East View, Westchester County — 4.29 Miles

Leo T. Welch, Albany, N. Y..... $29,278 60
Frank G. Fowler Construction Co., Mt. Kisco, N. Y. 51,835 46

Road No. 1267 — Bennington–Attica — Attica Center, Parts 2 and 3, Wyoming County — 6.99 Miles

No proposals received.

And also for

Repair Contract No. 1135 — Road No. 723, Washington County

Rumpf & Stevens, Lake Placid, N. Y..... $9,830 30

Proposals received on Thursday, the 20th day of September, 1917.

Road No. 1372A — Osborn Corners–Schenectady County Line, Albany County — 0.12 Mile

S. B. VanWagenen, Inc., Rondout, N. Y..... $2,567 00

Road No. 5217A — Jamestown–Bemus Point, Chautauqua County — 1.13 Miles

Floyd H. Wells, Savannah, N. Y..... $1,895 00
Lawrence Schultz, Fredonia, N. Y..... 2,500 00

Road No. 1100 — Indian Lake–County Line, Hamilton County — 4.54 Miles

No proposals received.

Road No. 410 — Fort Plain–Hessville–Sprout Brook, Montgomery County — 7.10 Miles

No proposals received.

Road No. 5590 — Lewiston Heights–Lewiston, Niagara County — 0.61 Mile

F. E. Dean, Youngstown, N. Y..... $21,482 75

Road No. 1315 — Cambria–Wilson, Niagara County — 8.00 Miles

Elmer J. Latus, Albany, N. Y..... $62,560 35

ROAD NO. 5547 — WHITESBORO–CAREY CORNERS, ONEIDA COUNTY — 0.70 MILE

Wm. P. McDonald Construction Co., Lakeland, Fla.. $20,732 74

ROAD NO. 1073A — MINOA–MANLIUS CENTER–MANLIUS, ONONDAGA COUNTY — 2.37 MILES

No proposals received.

ROAD NO. 1048A — SMITHTOWN–FORT SALONGA, PART 1, SUFFOLK COUNTY — 3.87 MILES

No proposals received.

ROAD NO. 1370 — HARTS CORNERS–WHITE PLAINS, WESTCHESTER COUNTY — 1.75 MILES

No proposals received.

ROAD NO. 1267 — BENNINGTON–ATTICA–ATTICA CENTER, PARTS 2 AND 3, WYOMING COUNTY — 6.99 MILES

No proposals received.

REPAIR CONTRACT NO. 1134 — ROAD NO. 601, OLEAN–ALLEGANY, CATTARAUGUS COUNTY

No proposals received.

REPAIR CONTRACT NO. 1119 — ROAD NO. 538, RIDGE–ROCHESTER–SEA BREEZE, MONROE COUNTY

No proposals received.

REPAIR CONTRACT NO. 1127 — ROAD NO. 5044, MEXICO–UNION SQUARE, PART 1, OSWEGO COUNTY

Floyd H. Wells, Savannah, N. Y..... $10,359 00
Richard Hopkins, Troy, N. Y..... 10,845 00

APPENDIX A

COMPLETE CONSECUTIVE NUMERICAL LIST

OF ALL

COUNTY AND STATE HIGHWAYS

ALSO

DETAILS AND COST OF CONSTRUCTION

JANUARY 1, 1898—DECEMBER 31, 1917

ABBREVIATIONS FOR APPENDIX A

Am. amiesite
Anor., anorthosite
App., approved
Asp., asphalt
Av., average
Ber., Bermudez
Bit. Mac., bituminous macadam
BM., bituminous macadam
Bitu., bitulithic
Bl., bluestone
Bld., boulders
Blk., block
Br., brick
BT., bituminous top
CaCl., calcium chloride
Cal., calcareous
Cem., cementatious
CO., asphaltic cold oil
Cu., Cuban
Dol., dolomite
F Con., first-class concrete
Fld., fieldstone
Gab., gabbro
Gil., gilsonite
Glu., glutrin or lignin liquor
Gn., gneiss
Grn., granite
Grt., grout
Grv., gravel
H Con., Hassam concrete
HC. T., high carbon tar
HC. HT., high carbon hot tar
HC. CT., high carbon cold tar
H. O., asphaltic hot oil
Imp., imported
LC. T., low carbon tar
LC. HT., low carbon hot tar
LC. CT., low carbon cold tar
Lig. Mas., Lignum Mastic
Li., limestone
Lo., local
Med., Medina
MM–1, mixing method, type 1
MM–2, mixing method, type 2
P., parabolic section
Qrz., quartzite
Qst., quarrystone
Re., reinforced
Ro., rock
Sc., screenings
S Con., second-class concrete
Sh., shale
Sht., sheet
Sl., slag
Sn., sand
Sst., sandstone
St., stone
Sub., stone sub-bottom
Sy., syenite
T., tar
Tel., Telford
Tp., top
Tr., trap
Trn., Trinidad
WB., waterbound
Wd., wood

EXPLANATORY NOTES FOR APPENDIX A

All highways having indicated "Screenings and water" under the heading of "Binder" are **waterbound.**

All highways having indicated "Asphalt" under the heading of "Binder" are **bituminous macadam** by the **penetration method,** using residuum asphalt.

All highways having Bermudez, Trinidad or other so-called natural asphalts in the "Binder" column are **bituminous macadams, penetration method.**

All highways having "Tar" indicated in the "Binder" column are **bituminous macadams, penetration method.**

All bituminous macadams which are not penetration method are specially shown as **"Mixing Methods".** All other types are self-explanatory.

All hot and cold oils are of asphaltic base.

Where bottom course is specified as **"Sub."** the size of stone is the same as specified for sub-bottom.

On all parabolic sections the approximate center thickness is given.

The mileages shown on the left are the actual mileages constructed and will not always check with those in Appendix "B" on account of eliminations, etc., Appendix "B" showing net mileages in existence.

The 16 foot pavement has been taken as the standard because of the large proportion of highways which are of that width.

The cost per square yard of pavement includes the pavement items only, excluding everything except those materials shown in the tabulation.

On brick pavements the cost per square yard does not include edging or curbing.

The cost per mile of highway is obtained from three quantities: i.e., the pavement cost per 16 foot width, the excavation cost per mile of 26 foot width and the cost of other items per mile of center line.

The pavement cost per mile is obtained by multiplying the square yardage cost by the constant for a 16 foot mile (9387).

The excavation cost is obtained by finding the total square yardage of roadway lying between the ditches and dividing by the constant for a 26 foot mile. This gives the equivalent 26 foot mileage. The total cost of excavation divided by this mileage is the value used.

The total cost of excavation plus the total cost of pavement items deducted from the entire cost of the highway give the total cost of other items. This quantity divided by the center line mileage gives a cost per mile of other items as used.

The sum of these three quantities is the value shown as "Cost per mile of 16'–26 highway".

"Total cost" includes State, county and village expenditures to cover construction, engineering and inspection.

All quantities on roads 100 per cent. complete and showing the final cost are taken from the final estimate. All other quantities are taken from the preliminary estimate.

The symbol "†" indicates that the final construction differed from the contemplated construction in the detail indicated or in the entire highway.

KEY TO NUMERALS USED IN APPENDIX A

The manufacturers of all bituminous materials used as binders or surfacings are ndicated by the following numbers:

(1) Barber Asphalt Paving Co.
(2) Texas Co.
(3) Sun Co.
(4) Beyerley & Sons.
(5) Union Oil Co.
(6) John Baker Co.
(7) Warner-Quinlan Co.
(8) Johns Manville Co.
(9) Indian Refining Co.
10) Standard Oil Co.
11) Atlantic Refining Co.
(12) American Asphalt and Rubber Co.
(13) International Asphalt Co.
(14) Wadsworth Stone & Paving Co.
(15) U. S. Asphalt Refining Co.
(16) United Gas Improvement Co.
(17) Barrett Manufacturing Co.
(18) Dock Refining Co.
(19) Dolarway Co.
(20) Robeson Process Co.
(21) Prudential Oil Corp.
(?) Manufacturer unknown.

The trade names of cements used on concrete pavements are indicated by the following numbers:

1) Alpha
2) Alsen
3) Atlas
4) Crescent
5) Dragon
6) Edison
(7) Giant
(8) Helderberg
(9) Ironclad
(10) Knickerbocker
(11) Lehigh
(12) Millen
(13) Penn-Allen
(14) Phoenix
(15) Saylor
(16) Universal
(17) Whitehall
(18) Pennsylvania
(19) Nazareth
(20) Cayuga
(21) Newcastle
(22) Vulcanite
(23) Tidewater
(24) Catskill

The trade names of all brick used in brick pavements are indicated by the following numbers:

(1) Allegany Valley
(2) American
(3) Bessemer
(4) Bradford
(5) C. C. W.
(6) Century
(7) Clearfield
(8) Collingwood
(9) Conneaut
(10) Corning
(11) Corry
(12) Cowans
(13) "D & B"
(14) Foster
(15) Jamestown
(16) Johnstown
(17) Mack
(18) Mayer
(19) Medal
(20) Metropolitan
(21) Nelsonville
(22) Olean
(23) Paterson
(24) Penn Clay
(25) Porter
(26) Porter National
(27) Reynoldsville
(28) Shawmut
(29) Standard
(30) Tidewater
(31) Toronto
(32) Tuna Valley
(33) Watsontown
(34) Youngsville

The following letters are used with concrete pavements and foundations to indicate the proportions used:

(a) 1–1½–3
(b) 1–2–3
(c) 1–2–4
(d) 1–2½–5
(e) 1–3–5
(f) 1–3–6
(g) 1–5
(h) 1–6
(i) 1–3–4

Where "gravel concrete" is indicated the mixture is made from "run of bank" gravel unless shown as "screened gravel concrete".

APPENDIX A — COUNTY HIGHWAYS

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1	Schenec.	2.00	.....	$16,517 51	$8,782 51	9/17/98	100	7/27/99	2.00	16	28	18,773
2	Erie....	6.48	.....	30,928 60	15,464 30	10 /4/98	100	5/—/00	6.48	12	32	45,601
3	Oneida..	2.25	.....	16,338 29	8,338 29	10/ 7/98	100	12/19/99	2.24	12	20–24	15,780
4	Colum..	1.23	.....	9,992 87	4,996 44	10/25/98	100	8/15/99	1.23	18	24	11,545
5	Monroe.	2.45	.....	13,898 70	7,501 25	3/ 6/99	100	12/ 7/00	2.45	12	30	17,248
6	Monroe.	6.49	.....	40,013 89	20,113 89	8/16/99	100	7/26/00	6.49	16	26	60,927
7	Albany..	1.01	.....	15,454 27	7,727 14	5/15/00	100	7/17/02	1.01	15	28	8,862
8	Onon....	1.20	.....	12,889 56	6,444 78	6/17/09	100	11/17/00	1.20	15	21	10,616
9	Onon....	0.61	.....	7,729 93	3,864 97	7/ 1/99	100	10/20/00	0.61	15	21–22	5,379
*10	Renss...	1.00	.....	7,437 26	3,718 63	7/21/99	100	7/12/00	1.00	15	25–29	8,800
11	Renss...	1.03	.....	10,642 75	5,321 37	7/21/99	100	2/11/01	1.03	15	20–27	9,060
*12	Saratoga	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Chem'ng	2.60	.....	20,903 04	10,757 71	5/21/00	100	1/15/01	2.60	16	24	24,405
14	Herk....	1.11	.....	7,942 00	3,971 00	5/ 8/00	100	12/23/01	1.11	15	26	9,742
15	Monroe..	0.63	.....	7,242 67	3,621 34	5/ 8/00	100	8/25/00	0.63	16	22	5,985
16	Ulster...	5.66	.....	30,040 00	15,020 00	5/14/00	100	11/21/00	5.66	12	16–20	39,972
17	West....	0.60	.....	6,192 33	3,096 17	5/12/00	100	7/ 2/02	0.60	16	22	5,670
18	West....	2.76	.....	27,392 18	13,696 09	5/12/00	100	12/24/01	2.76	16	25	25,942
19	West....	2.78	.....	28,014 56	14,097 28	7/23/00	100	10/24/01	2.78	16	25	26,068
*20	West....	3.77	.....	31,520 00	15,760 00	5/12/00	100	11/12/01	3.77	14	20	30,870
*21	Oneida..	1.33	.....	10,487 32	5,243 66	7/ 6/00	100	7/ 2/01	1.33	15	22	11,667
22	Albany..	3.41	.....	35,507 96	17.753.98	6/25/00	100	11/ 8/01	3.41	16	23	32,040
23	Erie....	1.45	.....	17,356 04	8,856 04	7/26/00	100	12/18/00	1.45	20	28	17,013
*24	Dela....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	Renss...	3.05	.....	28,820 00	14,410 00	7/16/01	100	1/22/03	3.05	15	22–25	26,800
26	Renss...	2.59	.....	22,658 49	11,329 24	6/20/01	100	11/ 5/02	2.59	16	23	24,372
27	Erie....	1.15	.....	14,619 30	7,309 65	9/27/00	100	9/ 4/01	1.15	16–20	20	11,244
28	Chem...	3.40	.....	36,482 25	18,241 13	7/17/01	100	6/13/02	3.41	16	20	31,960
29	Chem...	1.06	.....	11,987 82	5,993 91	7/17/01	100	6/ 6/02	1.06	16	20	9,950
30	Chem...	1.02	.....	10,799 39	5,399 65	7/17/01	100	12/ 3/01	1.02	16	20	9,584
31	Ulster..	5.72	.....	41,723 00	20,864 00	6/10/01	100	12/ 1/02	5.72	12, 16	20–23	43,800
32	Mont...	2.65	.....	17,510 00	8,755 00	6/ 5/01	100	8/15/02	0.98 1.67	12 12	23 23	6,933 11,734
33	Fulton ..	4.03	.....	30,952 00	15,476 00	6/ 5/01	100	7/24/03	4.03	16	26	37,815
34	West....	2.15	.....	20,954 20	10,477 10	5/31/01	100	12/18/01	2.15	16	26	20,295
35	West....	3.21	.....	26,000 00	13,000 00	7/22/01	100	10/ 1/02	3.21	14	26	26,244
36	Dela....	1.57	.....	13,116 55	6,558 28	6/18/01	100	7/20/03	1.57	12	16	11,053
37	Ulster...	4.00	.....	22,881 18	11,440 59	6/10/01	100	8/15/02	4.00	12	16–23	28,032
38	Ulster...	4.88	.....	35,720 00	17,760 00	5/ 6/02	100	8/27/03	4.88	12	24	34,322
39	Saratoga	1.52	.....	12,370 00	6,185 00	7/27/01	100	7/29/02	1.52	16	26	14,230
40	Cort....	0.47	.....	3,810 00	1,905 00	7/30/01	100	9/ 8/02	0.47	16	26	4,412
41	Albany..	2.74	.....	22,497 20	11,248 60	6/ 5/01	100	7/ 2/02	2.74	15	26	24,112
42	Orange..	10.95	.....	22,330 00	11,165 00	6/18/01	100	7/24/02	3.65 7.30	22 16	28 22	41,400 74,191
43	Orange..	7.55	.....	22,928 00	11,464 00	6/18/01	100	9/ 9/02	7.55	22	28	97,445
44	Orange..	4.22	.....	9,690 00	4,845 00	6/18/01	100	7/24/02	4.22	22	22	54,467
45	Orange..	9.25	.....	13,770 00	6,885 00	6/18/01	100	7/24/02	9.25	.....	16	.....
†46	Orange..	1.51	.....	8,315 02	4,657 51	6/18/01	100	11/—/04	1.51	12	26	10,653
47	Broome.	1.76	.....	17,100 00	8,550 00	8/12/01	100	6/13/02	1.76	16	22	16,533
48	Onon...	1.00	.....	9,100 00	4,550 00	11/29/01	100	12/23/02	1.00	16	24	9,387
49	Onon...	2.00	.....	18,600 00	9,300 00	5/17/02	100	10/28/04	2.00	16	26	18,773
50	West....	4.44	.....	38,103 08	19,051 54	7/22/01	100	2/ 9/03	4.44	12	20	31,224
51	West....	5.04	.....	44,084 00	22,042 00	7/24/01	100	12/23/02	5.04	12	20	35,448

* See list by counties. † Changed from original plans.

JANUARY 1, 1898 TO DECEMBER 31, 1917

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Li	4	Tr	2	Sc., water			8,260	1915	0.91	Bit. Mac.	1
								1913	0.50	Brick	
Lo. St	4	Tr	2	Sc., water			6.360	1910	5.67	Brick	2
								1912	0.87	Brick	
Li	4	Tr	2	Sc., water			7,290	1915	1.00	2" BM. MM.-2.	3
Grv	4	Grv	2	Sc., water			8,120	1910	1.23	Grv. Bit. Mac.	4
Li	4	Tr	2	Sc., water			5,670	1910	1.06	Amiesite	5
								1914	1.39	Topeka	
								1909	3.20	Bit. Mac	
								1909	0.25	Br. Cubes	
Sst	4	Li	2	Sc., water			6,165	1914	0.99	Brick	6
								1915	0.50	Rocmac	
								1917	1.55	F. Con	
Li	4	Tr	2	Sc., water		0.604	15,360	1914	1.04	Brick	7
App. 4", Li. 2"	6	Tr	†3	Sc., water			10,740	1912	1.20	Bit. Mac	8
App. 4". Li. 2"	6	Tr	†3	Li. Sc., water			12,670	1912	0.61	Bit. Mac	9
Li	4	Tr	2	Sc., water		0.400	7,680	1910	*0.48	Bit. Mac	*10
Li	4	Tr	2	Li. Sc., water				1917	1.03	Bit. Mac	11
											*12
Lo. St	4	Tr	2	Sc., water			8,040	1910	2.60	Bit. Mac	13
Gn	4	Tr	2	Li. Sc., water		0.509	7,465	1914	1.11	Bit. Mac	14
Lo. Li	4	Tr	2	Li. Sc., water			11,500	1917	0.63	6" F. Con	15
Lo. Bl	3	Lo. Bl	3	Sc., water		0.408	8,790	1910	5.66	WB. HO	16
App. St	4	Tr	2	Li. Sc., water		0.636	10,320	1909	0.60	WB. CO	17
Lo. St	4	Tr	2	Li. Sc., water		0.728	9,830	1909	3.08	WB. CO	18
Lo. St	4	Tr	2	Li. Sc., water		0.562	10,040	1915	2.78	2" Bit. Mac	19
App. St	4	Tr	2	Li. Sc., water		0.675	9,165	1910	2.56	Bit. Mac	*20
Li	4	Tr	2	Li. Sc., water			7,890				*21
Li	4	Tr	2	Li. Sc., water	Li. & Li. Sc.	0.764	10.410	1909	1.76	Bit. Mac	22
								1912	1.12	Brick	
								1915	0.53	Bit. Mac	
Li	4	Tr	2	Li. Sc., water			11,970	1915	0.87	Bit. Mac	23
								1917	0.58	6" F Con.-16'	
											*24
Lo. St	3	Lo. St	3	Sc., water		0.731	9,890	1909	1.35	WB. Mac	25
								1910	1.70	Bit. Mac	
App	4	Tr	2	Li. Sc., water		0.593	8,750	1917	0.70	Bit. Mac	26
Li	4	Tr	2	Sc., water			12,710	1910	1.15	Brick	27
Lo. Sst	4	Tr	2	Li. Sc., water			10,700			WB., Oiled	28
Lo. Sst	4	Tr	2	Li. Sc., water			11,310	1917	1.06	2½" Bit. Mac	29
Lo. Sst	4	Tr	2	Li. Sc., water			10,580	1909	1.021	Bit. Mac	30
Lo. Bl	3	Lo. Bl	3	Sc., water		0.550	8,430			Oiled	31
Li	3	Li	3	Sc., water		0.443	7,230				
Lo. St	4	Lo. St.& Li	2	Sc., water		0.537	8,110	1910	2.65	Bit. Mac	32
App St	4	App. Tr	2	Sc., water		0.519	7,677	1910	4.04	Bit. Mac	33
Lo. St	4	Lo. St., Tr	2	Sc., water		0.615	9,700	1917	2.16	F. Con	34
Lo. St	3	Lo. St	3	Sc., water		0.585	8,820	1910	1.37	Bit. Mac	35
Grv		Grv					8,350	1917	1.57	Bit. Mac	36
Lo. Bl	3	Lo. Bl	3	Sc., water		0.480	6,860	1910	4.00	Bit. Mac	37
Lo. St	3	Lo. St	3	Sc., water		0.532	8,720	1910	4.91	Bit. Mac	38
App. St	4	Tr	2	Sc., water		0.505	8,140	1910	1.35	Bit. Mac	39
Li	4	Li	2	Sc., water			8,110	1910	0.47	Bit. Mac	40
Li	3	Li	3	Sc., water		0.606	8,721	1901	1.84	WB. Mac	41
								1915	2.02	Bit. Mac	
								1917	0.90	F. Con	
Grv	3	Grv	3	Water		0.142	2,931	1913	3.67	Bit. Mac	42
Grading							1,601	1915	3.22	Bit. Mac	
								1916	3.00	Bit. Mac	
		Grv					2,211	1912	2.23	Bit. Mac	43
								1913	5.32	Bit. Mac	
Grv		Grv					2,300			Glutrin	44
Lo. Grv	4	Lo. Grv	2				1,490				45
		Grv	6	Water		0.144	5,840	1915	1.51	Bit. Mac	†46
Bl	4	Li	2	Li. Sc., water			9,770	1915	1.76	3" Bit. Mac	47
App. St	4	Li	2	Sc., water			9,100	1910	1.00	Bit. Mac	48
App. St	4	Li	2	Sc., water		0.618	9,300	1910	2.00	WB. Mac	49
Lo	3	Lo	3	Li. Sc., water		0.672	10,170	1910	4.44	Bit. Mac	50
Lo. St	3	Lo. St	3	Sc. water		0.720	10,440	1910	5.04	WB. Mac	51

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
52	West....	3.69	.....	$31,411 00	$15,705 50	5/31/01	100	7/23/02	3.69	12	24	25,884
53	West....	1.76	.....	13,967 96	6,983 98	5/31/01	100	8/22/02	1.76	12	24	12,375
54	West....	2.65	.....	22,540 00	11,270 00	7/17/01	100	11/26/02	2.65	12-19	25	18,660
55	Renss...	3.15	.....	10,684 00	5,342 00	7/16/01	100	12/18/01	3.15	16	16	.....
56	Clinton..	2.82	.....	18,910 09	9,455 00	6/ 7/01	100	7/ 1/02	2.82	16	26	26,470
57	Clinton..	1.00	.....	7,780 00	3,890 00	6/ 7/01	100	10/29/02	1.00	16	26	9,387
58	Saratoga	6.06	.....	34,610 00	17,305 00	6/ 4/01	100	8/15/02	6.06	12	26	42,666
59	Saratoga	5.03	.....	40,532 00	20,266 00	7/27/01	100	11/18/03	5.03	16	22-28	47,290
60	Monroe.	3.04	.....	35,376 84	17,688 42	7/15/01	100	6/10/02	3.04	16	20-22	28,526
61	Monroe.	1.30	.....	14,852 47	7,426 23	7/15/01	100	12/ 3/01	1.30	16	22	12,240
62	Monroe.	6.24	.....	55,000 00	27,500 00	6/28/02	100	7/20/03	6.24	16	22	58,545
63	Monroe.	2.25	.....	19,700 00	9,850 00	7/ 2/02	100	8/ 6/03	2.25	16	22	21,150
64	Orange..	1.84	.....	4,868 00	2,434 00	6/20/02	100	12/ 1/02	1.84	16	22	17,241
65	Orange..	7.95	.....	35,712 20	17,856 10	6/20/02	100	8/ 5/04	5.96	12	26	42,000
			.....						1.99	8	26	9,335
66	Erie....	0.95	.....	11,600 00	5,800 00	6/11/02	100	7/20/03	0.95	16	20	8,936
67	Erie....	3.41	.....	34,900 00	17,450 00	6/11/02	100	12/10/03	3.41	16	20	32,009
68	Erie....	1.17	.....	12,728 00	6,364 00	6/11/02	100	8/10/03	1.17	16	24	10,982
69	Erie....	3.42	.....	28,000 00	14,000 00	5/ 9/02	100	11/19/02	3.42	16	22	33,060
*70	Schenec.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	Oneida..	5.19	.....	47,200 00	23,600 00	5/ 6/02	100	12/16/03	5.19	16	26	48,739
72	Tomp...	1.87	.....	18,000 00	9,000 00	6/ 9/03	100	9/20/04	1.87	16	28	17,543
73	Schenec.	1.15	.....	15,993 00	7,996 50	5/17/02	100	7/ 1/03	1.15	12-16	18-22	9,840
74	Onon...	1.00	.....	11,047 64	5,523 82	6/18/02	100	1/11/05	1.00	12	24-28	7,040
75	Onon...	0.78	.....	9,150 00	4,575 00	5/17/02	100	10/28/04	0.78	16	26	7,317
76	Onon...	1.00	.....	8,100 00	4,050 00	5/17/02	100	12/23/02	1.00	16	24	9,414
77	Renss...	1.50	.....	12,180 00	6,090 00	5/ 6/02	100	12/ 4/02	1.50	16	26	14,130
78	Monroe.	3.62	.....	30,996 20	15,498 10	7/ 2/02	100	8/ 6/03	3.62	16	22	34,264
79	Monroe.	7.58	.....	61,593 00	30,796 50	6/28/02	100	8/ 4/04	7.58	16	26	71,474
80	Monroe.	4.63	.....	39,000 00	19,500 00	5/20/02	100	11/17/02	4.63	16	22	44,154
81	Monroe.	4.06	.....	33,500 00	16,750 00	5/20/02	100	12/ 4/02	4.06	16	22	38,880
*82	Monroe.	0.36	.....	3,280 00	1,640 00	5/20/02	100	8/15/02	0.36	16	25	3,456
83	Monroe.	5.09	.....	41,617 35	20,808 67	5/20/02	100	11/ 3/02	5.09	16	22	48,600
84	Renss...	2.46	.....	22,259 16	11,129 58	5/12/02	100	8/ 6/03	2.46	15	22	21,684
85	Wash...	0.92	.....	10,265 19	5,132 59	5/12/02	100	1/18/04	0.92	16	22	9,390
86	Erie....	4.00	.....	42,500 00	21,250 00	6/11/02	100	12/10/03	4.00	16	25	37,493
87	Erie....	1.93	.....	17,000 00	8,500 00	5/ 9/02	100	7/21/03	1.93	16	22	18,387
88	Erie....	4.28	.....	39,205 80	19,602 90	5/ 9/02	100	7/21/03	4.28	16	22	40,608
89	Erie....	4.06	.....	41,422 00	20,711 00	5/ 9/02	100	12/10/03	4.06	16	22	38,129
90	Rock....	2.83	.....	23,692 00	11,846 00	5/12/02	100	11/30/03	2.83	16	26	26,604
91	Rock....	3.90	.....	29,830 06	14,915 03	5/20/02	100	8/27/03	3.90	16	22	34,800
92	Albany..	1.72	.....	18,510 00	9,255 00	5/12/02	100	12/13/04	1.72	16	26	16,445
†93	Orange..	4.45	.....	27,885 00	13,942 50	6/20/02	100	9/17/03	1.73	10.5	26	10,617
									1.53	10.5	26	9,450
									1.19	8.0	26	9,720
94	Monroe.	4.21	.....	35,400 00	17,700 00	6/ 9/02	100	12/12/02	4.21	14,16	23,25	35,746
95	Orange..	5.86	.....	34,230 50	17,115 25	6/20/02	100	4/21/04	5.86	10.5	26	41,355
95A	Orange..	0.11	.....	1,900 00	1,235 00	6/20/16	100	1/ 3/17	0.11	16	26	1,031
96	Mont...	0.63	.....	6,430 00	3,215 00	5/17/02	100	8/15/02	0.63	12-14	24	4,548
97	Wash...	3.57	.....	26,735 60	13,367 80	5/19/02	100	12/21/03	3.57	12	26	25,152
98	Monroe.	1.58	.....	19,600 00	9,800 00	5/20/02	100	11/17/02	1.58	14-16	24	14,414
99	Monroe.	2.96	.....	32,800 00	16,400 00	6/ 3/02	100	12/ 1/02	2.96	16	24	27,789

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-26′ highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	3	Lo. St.	3	Lo. St., water		0.626	10,000	1917	3.69	F. Con.	52
Lo. St.	4	Lo. St.	2	Li. Sc., water		0.646	9,460	1910	0.39	WB. Mac.	53
								1917	1.37	F. Con.	
Lo. St.	3	Lo. St.	3	Sc., water		0.623	9,970	1910		WB. Mac.	54
		Grv.					3,400		3.15	Grv.	55
Li.	3	Li.	3	Sc., water		0.504	6,710	1911	0.85	Bit. Mac.	56
								1914	1.97	Bit. Mac.	
Li.	3	Li.	3	Sc., water		0.603	7,780			Oiled.	57
Lo. Grn.	4	Lo. Grn.	2	Grn. Sc., water		0.515	6,920	1910	6.06	Bit. Mac.	58
App. St.	4	Tr.	2	Sc., water		0.501	8,060	1910	2.43	Bit. Mac.	59
Li.	4	Tr.	2	Li. Sc., water			11,640	1912	1.00	Bit. Mac.	60
								1910	2.04	WB. Mac.	
Li.	4	Tr.	2	Li. Sc., water			11,390			Oiled.	61
Li.	4	Li.	2	Sc., water			8,820	1912	6.24	Bit. Mac.	62
Li.	4	Li.	2	Li. Sc., water			8,740	1910	0.78	Brick.	63
								1915	1.47	MM-2.	
Grv.	6						2,650	1917	1.84	3″ FCon–14′	64
Grv.	3	Grv.	3	Water		0.167	4,605	1917	1.99	F. Con.	65
Lo. St.	3	Lo. St.	3	Sc., water		0.500	7,734				
Li.	4	Li.	2	Li. Sc., water			12,180	1911	0.95	Brick.	66
Li.	4	Li.	2	Li. Sc., water			10,230	1911	3.41	Brick.	67
Li.	4	Li.	2	Sc., water			10,880	1910	1.17	Brick.	68
								1910	2.32	Brick.	
Li.	4	Li.	2	Sc., water			8,200	1913	1.10	Brick.	69
								1915	1.58	Bit. Mac.	
											*70
								1909	1.85	Bit. Mac.	
Li.	4	Tr.	2	Li. Sc., water			9,090	1913	2.28	Bit. Mac.	71
								1915	2.06	Bit. Mac.	
Lo. St.	4	Li.	2	Sc., water			9,630	1910	1.03	WB. Mac.	72
Li.	3	Li.	3	Li. Sc., water		0.658	14,450				73
Lo. St.	4	Li.	2	Sc., water		0.613	12,460	1917	1.00	2″ MM-2, 14′	74
Li.	4	Li.	2	Sc., water		0.759	11,740	1910	0.86	WB. Mac.	75
Lo. St.	4	Li.	2	Sc., water			8,100	1917	1.00	3″ BM–16′	76
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.627	8,120	1911	1.08	Brick.	77
								1916	0.42	3″ WB. Mac.	
Li. or Lo.	4	Li. or Grn.	2	Sc., water			8,560	1910	3.62	WB. Mac.	78
Li.	4	Li.	2	Li. Sc., water			8,170	1909	3.48	WB. Mac.	79
								1910	2.55	WB. Mac.	
								1910	1.51	Bit. Mac.	
Lo. Sst.	4	Grn.	2	Sst. Sc., water			8,410	1909	3.64	Bit. Mac.	80
Lo. Sst.	4	Lo. Grn.	2	Sc., water			8,260	1910	4.06	Bit. Mac.	81
Lo. Sst.	4	Grn., Li.	2	Sc., water			9,010	1914	0.22	Brick.	*82
								1915	0.14	Brick.	
								1910	0.74	Rocmac.	
Sst.	4	Sy. Li.	2	Sc., water			8,180	1913	3.95	Bit. Mac.	83
								1914	0.52	Brick.	
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.686	9,450	1915	2.46	Bit. Mac.	84
Li.	3	Li.	3	Sc., water			11,160	1913	0.92	Bit. Mac.	85
Li.	4	Li.	2	Li. Sc., water			10,625	1911	4.00	Bit. Mac.	86
Li.	4	Li.	2	Li. Sc., water			8,830	1910	1.93	Brick.	87
Li.	4	Li.	2	Li. Sc., water			9,150	1910	4.28	Bit. Mac.	88
Li.	4	Li.	2	Li. Sc., water			10,200	1912	4.06	Bit. Mac.	89
Lo. St.	4	Tr.	2	Li. Sc., water		0.621	8,370			Oiled.	90
Lo. St.	3	Lo. St.	3	Sc., water		0.616	7,650	1915	3.90	Bit. Mac.	91
Li.	3	Li.	3	Li. Sc., water		0.613	10,760	1910	1.72	Bit. Mac.	92
Grv.	3	Grv.	3	Sc., water		0.160	5,743				
Sh.	6	Sh.	6	Sc., water		0.160	5,743	1914		Sulphite.	†93
St.	3	St.	3	Sc., water		0.500	8,935				
								1910	1.64	WB. Mac.	
Li.	4	Tr.	2	Sc., water			13,015	1910	1.12	Topeka.	94
								1915	1.39	Bit. Mac.	
		Grv.	6			0.140	6,165	1914	5.86	Bit. Mac.	95
Imp. Tr.	3	Imp. Tr.	3	Asp. (10)		1.223	17,290				95A
Lo. St.	3	Lo. St.	3	Sc., water		0.692	11,030	1913	0.64	Bit. Mac.	96
Lo. St.	3	Lo. St.	3	Sc., water		0.571	8,830	1914	1.21	Bit. Mac.	97
								1909	2.40	Bit. Mac.	
Li.	4	Li.	2–3	Sc., water			12,730	1910	1.58	WB. Mac.	98
Li.	4	Li.	2–3	Sc., water			11,080	1910	2.96	WB. Mac.	99

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
100	Monroe.	3.40	.....	$29,166 00	$14,583 00	7/ 1/02	100	11/30/03	3.40	16	22	36,544
101	Monroe.	2.88	.....	23,374 70	11,687 35	7/ 1/02	100	9/20/04	2.88	16	22	27,024
102	Rensa...	2.05	.....	12,007 50	5/26/02	100	10/28/04	2.05	†12, 14	18, 26	14,821	
103	Wash...	1.31	.....	10,143 00	5,071 50	5/ 7/02	100	11/19/02	1.31	16	26	12,360
104	Wash...	1.25	.....	10,850 00	5,425 00	5/12/02	100	10/ 6/02	1.25	16	26	11,700
105	Schenec.	0.35	.....	2,460 00	1,230 00	5/19/02	100	12/12/02	0.35	16-14	22, 26	2,904
106	Schenec.	0.13	.....	1,225 00	612 50	5/19/02	100	12/12/02	0.13	16	26	1,248
107	Mont...	3.64	.....	36,545 00	18,272 50	5/12/02	100	4/12/04	3.64	14, 16	17-22	33,734
108	Mont...	3.25	.....	30,788 00	15,394 00	5/12/02	100	9/12/04	3.25	14-16	14-26	30,197
109	Fulton..	2.30	.....	17,681 54	8,840 77	5/20/02	100	9/20/04	2.30	14	20	18,870
110	Fulton..	2.25	.....	17,316 50	8,658 25	5/20/02	100	11/30/03	2.25	14	24	18,481
111	Cort....	0.75	.....	6,100 00	3,050 00	5/23/02	100	10/19/03	0.75	12	20	5,280
112	Chen....	4.84	.....	40,900 00	20,450 00	5/20/02	100	8/ 6/03	4.84	12	20	34,088
113	Orange..	2.29	.....	23,693 14	11,846 57	6/20/02	100	12/28/06	2.29	12, 16	22	17,466
114	Orange..	1.21	.....	4,106 80	2,053 40	6/20/02	100	9/17/03	1.21	10.5	16	8,532
115	Orange..	2.51	.....	31,117 00	12,930 00	6/20/02	100	12/28/06	2.51	16	24	23,579
*116A	Ulster...	4.14	.....	44,065 50	22,032 50	5/ 9/02	100	11/30/03	3.57 0.57	14 14	18-20 18-20	4,555 29,215
116B	Ulster...	0.84	.....	8,635 00	4,317 50	5/19/02	100	7/15/03	0.84	14	18-20	7,200
117	Ulster...	5.09	.....	55,100 00	27,550 00	5/15/02	100	8/ 4/04	5.09	12-14	20-22	41,400
118	Ulster..	4.00	.....	34,757 00	17,378 50	5/20/02	100	12/21/03	4.00	14	20	33,120
119	Albany.	3.92	.....	37,500 00	18,750 00	7/25/02	100	12/14/03	3.92	16	22	36,828
120	Mont...	4.14	.....	36,546 70	18,273 35	5/27/02	100	7/21/03	4.14	14	24	33,975
121	Onon...	1.16	.....	10,050 00	5,025 00	5/17/02	100	12/23/02	1.16	16	22	10,845
122	Onon...	1.00	.....	9,500 00	4,750 00	6/18/02	100	10/28/04	1.00	16	24	9,414
123	Cort....	1.23	.....	8,492 33	4,246 17	5/29/02	100	1/19/03	1.23	12	20	8,659
124	Albany..	1.84	.....	14,412 06	7,206 03	5/ 9/02	100	12/23/02	1.84	14	20	15,112
125	Broome.	2.93	.....	28,800 00	14,400 00	7/ 2/02	100	8/ 6/03	2.93	16	22-24	27,502
126	Broome.	1.95	.....	19,260 88	9,630 44	7/28/03	100	1/11/05	1.95	12-16	24-26	16,983
127	Broome.	2.06	.....	24,532 71	12,266 36	7/28/03	100	8/17/04	2.06	16	26	19,338
128	Erie....	5.57	.....	53,567 13	26,783 57	7/ 6/03	100	5/23/05	5.57	16	22-30	52,311
129	Erie....	3.02	.....	26,013 00	13,006 50	6/22/03	100	8/17/04	3.02	16	22	28,656
130	Erie....	5.62	.....	38,181 08	19,090 54	7/10/03	100	5/23/05	5.62	16	22-30	54,240
131	Erie....	6.58	.....	50,739 61	25,369 81	7/10/03	100	9/ 6/05	6.58	16	22	59,785
132	Onon...	1.13	.....	9,600 00	4,800 00	7/30/03	100	10/28/04	1.13	16	26	10,800
133	Herk....	2.29	.....	19,504 65	9,752 32	6/10/03	100	12/23/03	2.29	14	24	18,667
134	Broome.	2.17	.....	21,716 20	10,858 10	7/29/03	100	5/24/05	2.17	12, 16	24, 26	19,452
135	Dutch..	3.34	.....	31,801 91	15,900 96	6/ 9/03	100	8/ 4/04	3.34	14	24	27,440
136	Clinton..	1.75	.....	14,013 00	7,006 50	6/23/03	100	11/30/03	1.75	16	25.8	16,440
137	Clinton..	4.52	.....	36,010 36	18,005 18	6/16/03	100	10/28/04	4.52	16	25.6	42,480
138	Clinton..	7.57	.....	56,178 85	28,089 43	6/16/03	100	10/24/05	7.57	14-16	24-26	63,240
139	Oneida..	1.25	.....	10,499 39	5,249 70	6/24/03	100	9/ 6/05	1.25	12, 16	24, 26	8,769
140	Oneida..	2.29	.....	15,600 00	7,800 00	10/ 9/03	100	8/ 4/04	2.29	12, 16	24, 26	18,350
141	Ulster...	6.78	.....	63,826 96	31,913 48	6/16/03	100	9/13/05	6.20 0.33 0.25	12, 14 12 12	24 24 24	45,815 2,334 1,733
†142	Ulster...	2.85	.....	39,317 12	19,658 56	6/18/03	100	1/11/05	1.82 1.03	14 14	26 26	15,011 8,439
143	West....	3.14	.....	30,430 00	15,215 00	6/15/03	100	12/21/03	3.14	12	24	22,080
144	West....	5.23	.....	47,333 07	23,666 54	7/19/03	100	6/12/05	5.23	12-14	24	37,920
145	Dela....	1.00	.....	6,240 00	3,120 00	7/23/03	100	7/26/04	1.00	16	22-26	9,387
146	Ontario.	5.62	.....	40,625 79	20,312 90	6/15/03	100	8/ 4/04	5.62	12, 14	22	47,277

*See list by counties. † Changed from original plans.

1898 to December 31, 1917 — (*Continued*)

Materials Used in Construction						Unit Costs		Present Pavement			
Bottom		Top									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-26′ highway	Year resurfaced	Miles	Type	Highway No.
Sst	4	Grn	2	Sc., water			8,580	1916 1917 1917	0.34 1.50 1.56	Brick 2½″ MM–2 1½″ Bit. Mac	100
Sst	4	Grn	2	Sc., water			8,120	1916	0.50	Brick	101
Tr	3	Tr	3	Li. Sc., water		0.749	13,330			Oiled	102
Lo. St	3	Lo. St	3	Sc., water		0.606	7,740			Oiled	103
Lo. St	3	Lo. St	3	Sc., water		0.617	8,680	1910	1.25	Bit. Mac	104
Li	3	Li.	3	Li. Sc., water		0.643	7,050			Oiled	105
Lo. St	3	Lo. St	3	Sc., water		0.673	9,280	1908	0.13	WB. Mac	106
Lo. St	3	Lo. St	3	Sc., water		0.621	10,295	1916	3.64	3″ WB. Mac	107
Li	4	Tr	2	Li. Sc., water		0.673	9,585	'09–12	3.25	Bit. Mac	108
Lo. St	3	Lo. St	3	Sc., water		0.647	8,770	1912	2.30	Bit. Mac	109
Fld	3	Fld	3	Sc., water		0.640	8,538	1917	2.25	3″ Bit. Mac	110
Lo. Sst	4	Tr	2	Sc., water			8,130				111
App. St	4	Tr	2	Sc., water			8,450	1910	4.84	WB. CO	112
Lo. Fld	3	Lo. Fld	3	Sc., water			10,340	1916	2.29	2½″ Bit. Mac	113
		Sh	6			0.127	3,680			Sulphite	114
		Grv	6	Water		0.157	12,645	1915 1917	0.70 1.81	Bit. Mac FCon	115
Tr	4	Tr	2	Sc., water		0.712	12,770	1909	2.67	WB. Mac	*116A
Lo	4	Tr	2	Sc., water		0.667	12,350	1910	1.47	Bit. Mac	
Tr	4	Tr	2	Sc., water		0.663	12,393	1910	0.87	Bit. Mac	116B
Lo. St	3	Lo. St	3	Sc., water		0.567	11,540			HO	117
Lo. St	3	Lo. St	3	Sc., water		0.562	9,320	1910 1917	2.20 0.83	Bit. Mac 3″ Bit. Mac	118
Sst	3	Sst	3	Sc., water		0.687	9,570	1910 1917	1.66 2.23	Bit. Mac FCon	119
Lo. St	3	Lo. St	3	Sc., water		0.614	9,665	1912	4.14	Bit. Mac	120
Lo. St	4	Li.	2	Sc., water			8,660	1910	1.16	WB. Mac	121
Lo. St	4	Li.	2	Sc., water		0.647	9,500	1914	1.00	Bit. Mac	122
Lo. St	4	Li.	2	Sc., water			6,900			Oiled	123
Lo. St	3	Lo. St	3	Lo. Sc., water		0.590	8,570			Oiled	124
Lo. St	4	Tr	2	Sc., water			9,830	1915 1917	2.46 0.48	Bit. Mac 4″Scon2″Fcon	125
Lo. St	4	Li. Tr.	2	Li. Sc., water		0.777	10,220	1917	1.97	3″ Bit. Mac	*126
Lo. St	4	Tr	2	Sc., water			11,910	1914	2.06	Bit. Mac	127
Fld	4	Li	2	Sc., water		0.769	9,618	1909	5.57	Brick	128
Li., Sst	4	Tr	2	Li. Sc., water			8,630	1917 1917	1.90 1.12	6″ FCon FCon	129
Li	4	Li	2	Sc., water		0.532	6,790	1910	5.21	Brick	130
Li	4	Li	2	Li. Sc., water			7,710	1910 1915 1915	0.40 3.15 3.03	Bit. Mac Bit. Mac Amiesite	131
Li	4	Tr	2	Sc., water		0.645	8,490	1912	1.13	Bit. Mac	132
Lo. St	3	Lo. St	3	Sc., water		0.535	9,340	1912	2.29	Bit. Mac	133
Lo. St	4	Tr	2	Li. Sc., water		0.666	10,290			Oiled	134
Lo. St	4	Tr	2	Sc., water		0.830	10,595			Oiled	135
Lo. St	3	Lo. St	3	Sc., water		0.614	8,010			Oiled	136
Lo. St	3	Lo. St	3	Sc. water		0.575	7,970	1910 1910	3.30 1.22	Bit. Mac Oiled	137
Lo. St	3	Lo. St	3	Sn. Sc., water		0.562	7,995	1910	4.00 3.57	Bit. Mac Oiled	138
Lo. St	4	Li	2	Sc., water		0.645	10,095	1915 1916	1.04 0.11	Bit. Mac 2″ Bit.Mac	139
Lo. St	4	App. St	2	Sn. Sc., water			6,810	1912 1917	0.38 0.74	Bit.Mac MM–2	140
Lo. St	3	Lo. St	3	Sc., water		0.757	10,970	1910	1.00	Bit. Mac	141
Lo. St	5	Lo. St	3	Sc., water		0.958	12,850	1910	0.41	WB. Mac	
Lo. St	6	Lo. St	3	Sc., water		1.119	14,360				
Lo. St	6	Tr	3	Sc., water		0.930	15,860	1912	2.85	Bit. Mac	†142
Lo. St	3	Tr	3	Sc., water		0.597	12,730				
Lo. St	3	Lo. St	3	Sc., water		0.666	11,270	1910	3.13	Bit. Mac	143
Lo. St	3	Lo. St	3	Sc., water		0.581	10,290	1910	5.23	Bit. Mac	144
Grv	4	Grv	2				6,240	1910	1.00	Bit. Mac	145
Li. or Grn	4	Li. or Grn.	2	Li. Sc., water			7,220	1909 1917	4.72 0.67	Bit. Mac Bit Mac	146

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
147	Jeff.....	3.92	.....	$26,700 00	$13,350 00	8/ 7/03	100	10/28/04	3.92	12,14	14, 24	28,016
148	West....	.....	.....	33,543 41	16,771 70	6/16/03	100	8/ 4/05	3.03	12	24	21,582
									0.42	12	24	2,933
148A	West....	.....	.....	719 50	359 75	10/05/05	100	11/—/05	3.48	.....	.....	20,429
148	West.	3.48	.....	34,272 91	17,136 45	.....	100	.....	3.03	12	24	21,582
148A	West.								0.42	12	24	2,933
149	West....	6.62	.....	51,232 71	25,616 36	6/16/03	100	10/28/04	6.62	12	20	46,824
150	West....	3.27	.....	31,717 17	15,858 59	6/14/03	100	12/21/07	3.27	12, 14	24	23,076
151	West....	5.99	.....	62,104 62	31,052 31	6/19/03	100	12/23/07	5.99	12	24	42,016
152	Mont...	.....	.....	19,333 00	9,666 50	6/20/03	100	10/2?/04	2.50	16	26	23,467
152A	Mont...	.....	.....	3,237 00	1,633 50	11/7/06	100	9/20/07	2.50	10	26	14,667
152	Mont.	2.50	.....	22,600 00	11,300 00	.....	....	.....	2.50	10,16	26	23,467
152A	Mont.											
153	Orange..	13.36	.....	94,438 00	47,219 00	6/24/03	100	6/20/06	8.18	12	24	57,562
									5.18	†12	24	36,456
154	Orange..	.....	.....	57,001*94	28,500 97	6/24/03	100	10/15/14	11.25	12	24	79,188
154A	Orange..	.....	.....	28,933 80	14,481 90	7/20/03	100	10/15/07	11.34	12	24	79,855
154	Oran.	11.34	.....	85,965 74	42,982 87	.....	....	.....	11.34	12	24	79,855
154A												
154B	Orange..	0.17	.....	16,192 00	4,048 00	1/20/03	100	10/—/08	0.17	16	26	1,600
155	Mont...	2.49	.....	24,016 77	12,008 39	6/20/03	100	10/28/04	2.49	16	26	23,404
156	Orange..	3.04	.....	26,223 62	13,111 81	7/15/04	100	12/14/06	3.04	14	22	24,962
157	Orange..	3.48	.....	22,300 00	11,150 00	7/20/06	100	1/ 3/08	3.48	†17	22	34,320
158	Mont...	0.70	.....	7,565 00	3,782 50	9/ 1/03	100	11/ 8/07	0.70	14	28	5,734
159	Orange..	3.49	.....	15,845 90	7,922 95	6/15/04	100	9/13/05	2.11	.....	26	19,179
									1.38	15	26	12,167
160	Orange..	8.38	.....	50,879 44	25,439 72	6/18/04	100	12/19/08	4.96	14	22	40,750
									3.42	14	22	28,082
161	Orange..	8.61	.....	75,825 50	37,912 75	6/18/04	100	1/ 3/08	7.30	†12	24	51,408
									1.31	14	24	10,768
162	Otsego..	1.39	.....	11,880 57	5,930 29	6/ 9/04	100	9/13/05	1.39	14	24	11,413
163	Schenec..	1.71	.....	14,907 00	7,453 50	6/17/04	100	10/28/04	1.71	16	26	15,936
*164	Dela.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
165	Monroe..	2.05	.....	14,972 38	7,486 19	6/14/04	100	7/15/05	2.05	16	24	19,980
166	Monroe..	3.64	.....	29,337 63	14,668 81	6/17/04	100	12/17/08	3.40	16	26	31,850
									0.24	14	20	1,984
167	Monroe.	.....	.....	32,200 00	16,100 00	6/17/04	....	.....	4.74	12, 16	22, 28	34,032
									0.57	14	16	4,692
167A	Monroe.	.....	.....	870.45	435 22	8/14/06	100	12/17/08	5.31	12–16	16–28	38,724
167	M'nroe	5.31	.....	33,070 45	16,535 22	.....	....	.....	4.74	12–16	22–28	34,032
167A	M'nroe								0.57	14	16	4,692
168	Monroe.	3.32	.....	34,800 00	17,400 00	6/17/04	100	7/14/05	2.57	14–16	20–26	23,797
									0.75	15, 16	22–26	6,693
169	Monroe.	4.02	.....	21,012 75	10,503 38	6/18/04	100	12/18/03	4.02	12	18	29,070
170	Monroe.	2.88	.....	15,374 36	7,687 18	6/17/04	100	6/20/05	2.88	12	18	20,686
171	Monroe.	2.00	.....	14,398 92	7,199 46	6/14/04	100	11/ 3/04	2.00	16	24	19,404
172	Monroe.	0.71	.....	7,391 20	3,695 60	10/15/04	100	7/16/06	0.71	16	40	6,750
173	Monroe.	1.00	.....	9,069 86	4,534 93	10/15/04	100	6/20/05	1.00	16	28	9,243
174	Broome.	2.17	.....	22,500 00	11,250 00	6/16/04	100	12/ 5/06	2.17	16	24–28	20,320
175	Broome.	1.83	.....	13,492 10	6,746 05	6/16/04	100	6/20/06	1.83	12	18	12,887
176	Albany..	2.31	.....	22,978 44	11,489 22	7/26/04	100	6/20/05	2.31	13–16	19–32	21,591
177	Albany..	5.00	.....	46,962 70	23,481 35	6/ 9/04	100	6/20/05	5.00	14, 16	24–26	45,612
178	Albany..	7.38	.....	93,305 55	46,652 78	6/ 8/04	100	12/31/06	7.38	12	26	56,000
179	Schenec.	2.36	.....	30,930 03	15,465 02	6/17/04	100	6/20/05	2.36	16	32	22,025
180	Mont...	.....	.....	26,175 03	13,087 52	6/17/04	100	8/28/05	2.82	16	26	26,496
180A	Mont...	.....	.....	924 97	462 48	11/ 7/05	100	12/17/16	2.82	.....	.....	.....
180	Mont.	2.82	.....	27,100 00	13,550 00	.....	....	.....	2.82	16	25	26,496
180A	Mont.											

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–26′ highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	4	Lo. St.	2	Sc., water		0.553	8,230	1912	3.28	Bit. Mac.	147
								1913	0.64	Brick	
Lo.	3	Lo.	3	Sc., water		0.654	11,180				148
Lo.	5	Lo.	3	Sc., water		0.865	13,160				
		Sn.	1			0.030	310				148A
Lo.	3	Lo.&Sn.	4	Sc., water		0.679	11,440	1909	1.20	W. B.	148
Lo.	5	Lo.&Sn.	4	Sc., water		0.890	13,420	1910	2.28	Bit. Mac.	148A
								1914	0.40	WB. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.625	9,190	1909	4.09	WB. Mac.	149
								1910	2.12	Bit. Mac.	
Li.	3	Li.	3	Sc., water		0.534	10,960	1911	3.27	Bit.Mac.	150
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.540	11,660			Oiled	151
Lo. St.	3	Lo. St.	3	Sc., water		0.546	7,725				152
		App. St.	4½	Sc., water		0.167	1,895				152A
Lo. St.	3	Lo. St.	av4½	Sc., water		0.651	9,038	1907	2.50	WB. Mac.	152
											152A
Gr. or Sh.	4	Grv. or Sh.	2	Sc., water		0.186	6,400			Oiled	153
Li.	4	Li.	2	Sc., water		0.676	11,000			Oiled	
Grv.,Sh.	6			Sc., water		0.193	5,720				154
		Lo. St.	3	Sc., water		0.277	3,215				154A
Sh. Grv.	6	Lo. St.	3	Sc., water		0.470	8,926				154
											154A
		Grv. Sh.	6			0.400	43,175				154B
Lo. St.	3	Lo. St.	3	Sc., water		0.565	9,641			Oiled	155
		Grv.	Av.5	Sc., water	Co. (10)	0.140	9,690	1917	3.05	FCon.	156
		Grv.	Av.5	Sc., water		0.206	6,810			Oiled	157
Lo. St.	3	Lo. St.	3	Sc., water		0.866	11,588	1913	0.70	Bit. Mac.	158
Graded							4,160			Oiled	159
		Grv.	3	Water		0.110	5,190			Oiled	
Sh.	Av 5			Sc., water		0.214	6,550			Oiled	160
Grv.	Av 7			Sc., water		0.264	7,030			Oiled	
Lo. St.	3	Lo. St.	3	Sc., water		0.705	10,950			Oiled	161
Sh.	3	Sh.	3	Sc., water	Oil	0.343	7,550			Oiled	
Lo. St.	3	Lo. St.	3	Li. Sc., water		0.669	9,310	1909	1.39	WB. Oiled	162
Li.	3	Li.	3	Sc., water		0.626	8,720	1910	1.71	WB. Oiled	163
											*164
Sst.	4	Grn.	2	Sc., water		0.556	7,260			Oiled	165
Lo. St.	4	Lo. St.	2	Sc., water		0.550	7,910	1912	1.00	Bit. Mac.	166
Lo. St.	4	Lo. St.	3	Sc., water		0.630	8,665	1913	2.64	WB Mac.	
Lo. St.	4	Lo. St.	2	Sc., water		0.525	7,720				167
Lo. St.	4	Lo. St.	3			0.602	7,940				
				Sc., water	Li.	0.022	212				167A
Lo. St.	4	Lo. St.	2	Sc., water	Li. and Li. Sc.	0.547	7,430				167
Lo. St.	4	Lo. St.	3	Sc., water	Li. and Li. Sc.	0.624	8,150	1916	1.76	3″ WB. Mac.	167A
Lo. Li.	4	Lo. Li.	2	Sc., water		0.570	10,290	1909	2.06	WB. Mac.	168
Lo. Li.	4	Lo. Li.	3	Sc., water		0.655	11,090	1910	1.26	WB. Mac.	
Li.	4	Li.	2	Sc., water		0.484	6,750	1910	4.02	WB. Mac.	169
Li.	4	Li.	2	Sc., water		0.500	6,970			Oiled	170
Lo. Li.	4	Lo. Li.	2	Li. Sc., water		0.521	7,200	1910	2.00	Bit. Mac.	171
Lo. St.	4	Li.	2	Sc., water		0.714	9,635	1915	0.71	Brick	172
Li.	4	Li.	2	Sc., water		0.782	9,115	1910	1.00	Bit. Mac.	173
Lo. St.	4	Tr.	2	Sc., water		0.746	10,370	1915	1.22	Bit. Mac.	174
Lo. St.	4	Tr.	2	Li. Sc., water		0.639	9,830	1915	1.25	Bit. Mac.	175
Li.	3	Li.	3	Tr. Li. Sc., wat.		0.661	9,750	1911	0.34	Bit. Mac.	176
								1914	1.98	Brick	
								1912	5.00	WB. Oiled	
Li.	3	Li.	3	Sc., water		0.597	9,540	1917	1.30	WB. Mac.	177
								1917	2.56	Bit. Mac.	
								1916	0.29	Oiled	
Tel. 8″, Li. 3″	11	Li.	3	Sc., water		0.682	13,730	1916	7.38	3″ WB. Oiled.	178
Li.	3	Li.	3	Tr. Sc., water		0.866	12,860	1913	0.57	Brick	179
								1914	1.79	Concrete	
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.591	9,280				180
(In center)		App. St.	½	Sc., water		0.034	355				180A
Lo. St.	3	Lo. St.	3	Sc., water		0.625	9,635	1912	2.82	Bit. Mac.	180
											180A

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
181	Jeff.....	6.04	.....	$47,848 30	$23,924 15	7/16/04	100	9/13/05	4.37	12	26	30,782
									1.67	12	26	11,734
182	Jeff.....	2.97	.....	30,645 57	15,322 79	7/14/04	100	7/16/06	2.97	12	24	20,898
183	Jeff.....	3.02	.....	21,900 00	10,950 00	6/18/04	100	9/13/05	3.02	12	26	21,267
184	Jeff.....	2.95	.....	21,321 45	10,660 73	6/16/04	100	9/13/05	2.95	12	26	20,800
185	Jeff.....		.....	8,792 15	4,396 08	6/16/04	100	1/11/07	1.00	12	26	7,040
185A	Jeff.....		.....	1,287 00	643 50	8/ 1/06	100	1/11/07	1.00	12	26	7,040
185	Jeff...	1.00	.....	10,079 15	5,039 58	.....	....	.....	1.00	12	26	7,040
185A	Jeff...											
186	Jeff.....	0.99	.....	6,800 00	3,400 00	10/19/04	100	6/20/06	0.99	12-16	26	8,208
187	Ontario..	1.72	.....	15,517 26	7,758 63	6/11/04	100	6/12/05	1.72	12, 16	24-28	13,885
188	Ontario..	4.83	.....	39,348 56	19,673 28	7/14/04	100	12/ 7/06	4.83	12	20	34,800
189	Ontario .	1.29	.....	11,092 66	5,546 33	6/10/04	100	6/20/06	1.29	12	20	9,180
190	Ontario .	2.37	.....	18,200 00	9,100 00	6/10/04	100	12/ 7/06	2.37	12	20	16,956
191	Ontario .	4.55	.....	37,500 00	18,750 00	6/17/04	100	12/17/06	4.55	12	18	32,030
192	Albany..	3.54	.....	38,318 75	19,159 37	6/ 9/04	100	7/16/06	3.54	14	24	28,758
193	Albany..	.....	.....	76,080 46	38,040 23	6/11/04	100	12/ 5/06	8.11	14-16	26	73,495
193A	Albany..	.....	.....	8,234 46	4,117 23	5/29/05	100	12/ 5/06	8.11	12	26	57,073
193	Albany	8.11	.....	84,314 92	42,157 46	.....	....	.....	8.11	14, 16	26	73,405
193A	Albany											
194	Renss...	1.49	.....	15,042 55	7,521 28	6/10/04	100	9/21/05	1.49	14	24	12,211
195	Renss...	4.01	.....	38,773 72	19,386 85	1/23/04	100	12/ 5/06	4.01	14	24	33,799
196	Renss...	3.02	.....	15,777 20	7,888 60	6/23/04	100	12/ 5/06	3.02	16	21	28,322
197	Renss...	3.33	.....	33,440 95	16,720 48	6/13/04	100	8/25/05	3.33	14	24	27,252
198	Albany..	6.53	.....	71,100 00	35,550 00	6/ 9/04	100	12/ 5/06	4.29	12, 16	22	33,653
									2.24	12	22	15,737
199	Albany..	7.87	.....	66,730 33	33,365 17	6/ 9/04	100	6/20/06	7.87	12	26	55,405
200	Renss...	2.75	.....	26,244 31	13,122 16	7/12/04	100	9/13/05	2.75	†14-20	24	25,626
201	Renss...	3.60	.....	30,472 24	15,236 12	6/13/04	100	1/8/07	3.60	14-16	24	30,012
202	Renss...	5.42	.....	53,889 17	26,944 59	6/20/04	100	7/21/06	5.42	16	30	50,904
203	Ontario .	2.18	.....	19,295 27	9,647 64	6/10/04	100	6/20/06	2.18	12, 16	20-24	16,510
204	Ontario .	0.59	.....	5,348 84	2,674 42	7/11/04	100	9/13/05	0.59	12	20	4,392
205	Ont. Ya.	3.45	.....	39,000 00	19,500 00	6/16/04	100	6/20/06	3.45	12	22	24,660
206	Ontario .	2.67	.....	20,646 70	10,323 35	7/10/06	100	9/18/07	2.67	12	20	19,044
207	Ontario .	6.21	.....	52,432 38	26,216 19	7/14/04	100	12/ 4/06	6.21	14	24	56,260
208	Cort....	0.53	.....	8,450 00	4,225 00	12/31/06	100	6/15/08	0.53	16-20	28-35	6,097
209	Broome.	0.94	.....	7,539 68	3,769 84	6/16/04	100	6/20/06	0.94	16	24, 28	8,788
210	Broome.	0.82	.....	11,281 63	5,640 82	6/16/04	100	10/19/05	0.82	16, 20	23, 28	8,670
211	Broome.	0.57	.....	4,639 71	2,319 86	6/16/04	100	7/30/07	0.57	12, 14	24	4,284
212	Broome.	1.00	.....	8,987 86	4,493 93	6/16/04	100	7/30/07	1.00	12, 14	24	7,509
213	Broome.	2.83	.....	31,144 44	15,572 22	6/16/04	100	12/ 5/06	2.83	16	28	26,546
214	Broome.	1.86	.....	15,911 77	7,955 89	6/16/04	100	12/ 5/06	1.86	12	28	13,072
215	Cort....	1.99	.....	15,412 00	7,706 00	6/13/04	100	9/13/05	1.99	16	28	18,674
216	Delaware	0.95	.....	10,787 29	5,393 65	7/14/04	100	9/22/05	0.95	14-30	18, 35	10,658
217	Delaware	1.00	.....	9,569 47	4,784 74	7/14/04	100	9/27/05	1.00	14	18, 35	8,160
218	Chen....	4.68	.....	37,700 00	18,850 00	7/30/04	100	6/20/06	4.68	12	26	32,947
219	Otsego..	0.68	.... ..	6,488 33	3,244 16	8/ 6/04	100	10/17/05	0.68	14	20	5,626
220	Otsego..	0.98	.....	10,752 61	5,376 31	7/14/04	100	9/13/05	0.87	16-25	22-40	8,475
									0.11	16	22	1,053
221	Otsego..	0.50	.....	7,221 15	3,610 57	6/14/04	100	10/28/04	0.50	22	24	6,478
222	Dutch..	3.47	.....	31,979 04	15,989 52	6/13/04	100	6/28/05	3.47	†14-20	24	29,820
223	Dutch..	3.90	.....	48,491 38	24,245 69	7/20/04	100	12/ 3/06	3.90	16	26	36,856
224	Chen....	5.82	.....	37,548 06	18,774 03	7/9/04	100	6/20/06	5.82	10	26	34,127
225	Chen....	5.75	.....	47,588 71	23,794 36	7/13/04	100	12/10/06	5.75	12-16	26, 28	49,424
*226	Yates...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
227	Renss...	3.10	.....	30,700 00	15,350 00	7/ 9/06	100	12/27/07	3.10	14	24, 28	25,234

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			Highway No.
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	
Lo. St.	4	Li.	2	Sc., water		0.613	8,870	1909	2.19	Bit. Mac.	181
Lo. St.	6	Li.	2	Sc., water		0.862	11,210	1910	3.85	Bit. Mac.	
Lo. St.	4	Grn.	4	Sc., water		0.805	12,480	1909	2.76	Bit. Mac.	182
								1910	0.22	Bit. Mac.	
Lo. St.	4	Lo. St.	2	Sc., water		0.592	8,640	1912	3.03	Bit. Mac.	183
Lo. St.	4	Li.	2	Sc., water		0.613	8,654	1913	2.95	Bit. Mac.	184
App. St.	4	App. St.	2	Sc., water		0.527	10,135				185
		Li.	1½	Sc., water		0.157					185A
App. St.	4	Li.	3½	Sc., water		0.684	11,615	1909	1.00	WB. Oiled	185
											185A
Lo. St.	4	Li.	2	Sc., water		0.532	7,394	1910	1.00	Bit. Mac.	186
App. St.	3	Li. or Grn.	3	Sc., water		0.708	9,910	1909	1.72	Bit. Mac.	187
Li. or Grn.	3	Li. or Grn.	3	Sc., water		0.678	10,380	1910	2.46	Bit. Mac.	188
								1910	2.37	WB. Mac.	
App. St.	3	Li. or Grn.	3	Sc., water		0.712	11,000			Oiled	189
Li. or Grn.	3	Li. or Grn.	3	Li. Sc., water		0.708	10,180			Oiled	190
Lo. St.	3	Li. or Grn.	3	Lo. Sc., water		0.637	10,960	1910	4.55	WB. Mac.	191
Li.	3	Li.	3	Sc., water		0.537	11,400	1917	2.75	WB. Mac.	192
Li.	3	Tr.	3	Sc., water		0.624	9,510	1917	3.50	3" Bit. Mac.	193
		Tr.	Av.1	Sc., water		0.085	1,025				193A
Li.	3	Tr.	Av.4	Sc., water		0.700	10,530				193
											193A
Lo. St.	3	Lo. St.	3	Sc., water		0.616	10,520	1910	1.49	WB. Oil	194
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.686	10,330	1912	4.01	Grv.Con.(d)BT	195
		Grv.	Av.6			0.194	5,510			Oiled	196
Tr.	3	Tr.	3	Lo. Sc., water		0.655	10,830	1916	1.69	3" WB. Mac.	197
Li.	3	Li.	3	Sc., water		0.698	13,656	1916	1.73	2" Bit. Mac.	198
Lo. Bl.	3	Lo. Bl.	3	Sc., water		0.317	10,176	1917	2.41	WB. Mac.	
Tel. 8", Lo. 3"	11	Lo. St.	3	Sc., water		0.576	9,840				199
Li.	3	Li.	3	Li. Sc., water		0.649	9,590	1916	2.75	3" WB. Mac.	200
Lo. St.	3	Lo. St.	3	Lo. Sc., water		0.589	9,090	1917	3.11	3" WB. Mac.	201
								1914	0.39	WB Mac.	
App. St.	3	Tr.	3	Sc., water		0.424	9,940	1914	0.51	Brick	202
								1915	4.52	Bit. Mac.	
Li.	3	Li.	3	Sc., water		0.646	11,595		2.20	Bit. Mac.	203
Li.	3	Li.	3	Sc., water		0.720	11,600	1910	0.59	Bit. Mac.	204
Li.	3	Li.	3	Sc., water		0.648	13,240	1910	3.45	Bit. Mac.	205
App. 3, Grn. 3	6	Grn.	1	Sc., water		0.751	9,875				206
								1909	1.58	Bit. Mac.	
								1914	1.00	Brick	
Li.	3	Li.	3	Sc., water		0.665	9,050	1915	0.60	Brick	207
								1916	1.05	2½" Bit. Mac.	
								1917	1.98	2½" Bit. Mac	
Li.	4	Tr.	2	Sc., water		0.996	13,280			Oiled	208
Lo. St.	4	Li.	2	Sc., water		0.610	8,070			Oiled	209
Lo. St.	4	Li.	2	Sc., water		0.633	13,065			Oiled	210
Lo. St.	4	Li.	2	Sc., water		0.621	9,289			Oiled	211
Lo.	4	Li.	2	Sc., water		0.658	10,320			Oiled	212
Lo. St.	4	Li.	2	Sc., water		0.596	11,010			Oiled	213
Lo. St.	4	Li.	2	Sc., water		0.575	9,900			Oiled	214
Lo. St.	4	Li.	2	Sc., water		0.602	7,670	1913	2.00	WB Mac.	215
Lo. St.	3	Lo. St.	3	Sc., water		0.542	9,900	1915	0.95	Bit. Mac.	216
Lo. St.	3	Lo. St.	3	Sc., water		0.556	9,770	1917	0.97	3" Bit. Mac.	217
								1914	0.81	Bit. Mac.	
Lo. St.	4	Li.	2	Sc., water		0.561	9,380	1910	1.89	WB. HO.*	218
								1912	2.00	Bit. Mac.	
Li.	3	Li.	3	Sc., water		0.648	8,885	1917	0.63	3" WB. Oil	219
Lo. St.	3	Lo. St.	3	Sc., water		0.575	10,700			Oiled	220
Lo. St.	6	Lo. St.	3	Sc., water		0.903	14,030			Oiled	
Lo. St.	4	Li.	2	Sc., water		0.735	11,740	1909		WB. Mac.	221
Lo. St.	3	Lo. St.	3	Sc., water		0.695	9,690				222
Li.	6	Tr.	2	Sc., water		0.830	12,380	1915	1.53	Bit. Mac.	223
								1916	1.80	2" Bit. Mac.	
Lo. St.	4	Lo. St.	2	Sc., water		0.439	8,000	1913	1.80	Bit. Mac.	224
								1914	0.95	Bit. Mac.	
Lo. St.	4	Li.	2	Sc., water		0.471	8,640	1913	3.39	WB Mac.	225
								1914	1.62	Bit. Mac.	
											*226
Lo. St.	†4	Tr.	3	Sc., water		0.802	10,890	1912	3.10	Bit. Mac.	227

APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
†228	Ulster.	5.66	.....	$61,600 00	$30,800	6/29/06	100	10/16/07	2.19	16	28	20,627
228A	Ulster.					11/27/06	100	10/16/07	3.47	14	24	28,467
229	Ulster...	6.88	.....	81,500 00	40,750 00	10/ 1/06	100	11/ 4/08	6.88	14	24–26	56,509
230	Ulster...	8.27	.....	88,200 00	44,100 00	7/11/06	100	8/22/08	8.27	†16, 22	24–28	81,355
231	Ulster...	7.08	.....	66,100 00	33,050 00	7/ 7/06	100	1/16/03	7.01	14–16	26	58,084
									0.07	9–31	.....	2,691
232	Essex...	2.64	.....	21,000 00	10,500 00	7/ 9/06	100	10/16/07	2.64	14	28, 30	21,683
233	Herk....	1.63	.....	14,130 00	7,065 00	7/ 9/06	100	12/12/07	1.63	16	26	15,336
234	Jeff.....	6.89	.....	62,150 00	31,075 00	7/ 7/06	100	9/21/08	6.89	12	22, 26	48,495
235	Jeff.....	2.23	.....	19,180 00	9,590 00	7/ 6/06	100	11/ 1/07	2.23	12–16	26	16,867
236	Jeff.....	4.17	.....	39,488 09	20,138 93	9/20/07	100	1/18/10	4.17	12–20	24–40	31,773
237	Jeff.....	1.45	.....	12,700 00	6,350 00	7/ 9/06	100	8/19/07	1.45	16	26	13,612
238	Jeff.....	5.09	.....	36,450 00	18,225 00	7/ 7/06	100	10/29/08	5.09	12	24	35,803
239	Del.....	4.96	.....	52,500 00	26,250 00	8/30/06	100	9/12/08	4.96	14, 16	18, 26	41,640
†240	Saratoga	1.00	.....	32,950 00	16,475 00	7/ 3/06	100	1/27/08	1.00	15	35	9,082
241	Saratoga	4.36	.....	36,730 00	18,365 00	7/13/06	100	7/—/08	4.36	16	32	40,704
242	Saratoga	1.23	.....	9,410 00	4,705 00	7/13/06	100	12/21/07	1.23	14	26	10,272
243	Saratoga	1.84	.....	27,700 00	13,850 00	7/ 9/06	100	10/27/08	1.72	16	28	16,118
									0.12	16	28	1,100
244	Saratoga	6.01	.....	59,550 00	29,775 00	7/ 9/06	100	8/20/08	6.01	14	24, 26	49,032
245	Onon...	1.21	.....	15,567 32	8,717 70	9/20/07	100	7/20/09	1.21	12	22–26	8,604
246	Fulton..	2.03	.....	18,850 00	9,425 00	7/12/06	100	1/16/08	2.03	14, 16	24, 26	18,112
247	Fulton..	4.62	.....	42,270 00	21,135 00	7/ 9/06	100	12/ 1/08	4.62	12, 14	22–26	34,250
248	Fulton..	2.01	.....	17,980 00	8,990 00	9/ 1/06	100	10/ 8/08	2.01	12	24	14,167
249	Fulton..	3.14	.....	28,000 00	14,000 00	7/ 6/06	100	10/29/07	3.14	14	24	25,783
									1.22	23	25	17,160
250	Oneida..	8.47	.....	154,063 00	62,931 50	7/10/06	100	1/ 3/08	4.61	16	30–32	43,321
									2.64	16	32	24,800
251	Niagara.	3.15	.....	18,379 79	9,189 90	7/ 5/06	100	10/19/06	3.15	12	20	22,524
252	Monroe.	2.92	.....	21,623 00	10,811 50	7/11/06	100	6/3/07	2.92	12	20	21,144
253	Monroe.	2.12	.....	21,701 57	10,850 78	7/11/06	100	11/20/07	2.12	16, 20	26, 38	21,944
254	Monroe.	3.11	.....	27,700 00	13,850 00	7/11/06	100	10/18/08	3.11	16	26	29,400
255	Monroe.	2.55	.....	23,725 00	11,862 50	7/11/06	100	12/19/08	0.63	16	25	6,900
									1.92	16	25	18,036
256	Monroe.	3.60	.....	28,365 96	14,182 98	7/13/06	100	1/ 5/08	3.60	16	28	35,073
257	Monroe.	3.36	.....	26,250 00	13,125 00	7/11/06	100	9/17/07	3.36	16	26	32,736
258	Clinton..	5.44	.....	52,020 00	26,010 00	7/—/06	100	1/ 3/08	5.44	14, 16	30–34	45,280
259	Clinton..	7.34	.....	64,446 00	32,223 00	7/ 6/06	100	12/21/07	7.34	14	28	60,286
260	Clinton..	4.31	.....	42,960 00	21,480 00	8/ 1/06	100	10/—/08	4.31	14	26, 28	35,400
261	West....	5.86	.....	50,150 00	25,075 00	7/ 6/06	100	11/21/08	5.86	14, 16	24, 32	48,384
262	West....	4.66	.....	36,744 24	18,372 12	7/ 6/06	100	11/16/08	4.66	14	24	38,256
263	Erie....	4.23	.....	42,400 00	21,200 00	7/18/06	100	8/13/08	1.07	16	24–26	10,075
									3.16	16	24–26	29,621
264	Erie....	0.74	.....	6,824 24	3,412 12	7/10/06	100	1/ 5/08	0.74	16	22, 32	6,899
265	Broome.	2.78	.....	30,000 00	15,000 00	7/12/06	100	8/—/08	2.78	14	27	22,867
266	Broome.	1.67	.....	14,670 00	7,335 00	7/12/06	100	8/—/08	1.67	12	26, 32	11,990
267	Broome.	5.84	.....	60,250 00	30,125 00	7/12/06	100	6/15/08	5.84	12	24, 26	41,130
268	Broome.	1.00	.....	10,629 79	5,314 90	7/12/06	100	7/30/07	1.00	12, 16	26, 28	7,588
269	Monroe.	4.30	.....	28,670 50	14,335 25	7/11/06	100	1/ 5/08	4.30	12	20	31,008
270	Nassau..	1.16	.....	11,728 34	5,864 17	7/10/06	100	9/—/07	1.02	16	32	9,582
									0.14	.....	.....	.....
									4.03	16	32	37,828
271	Oneida..	8.50	.....	99,700 00	49,850 00	9/15/06	100	10/15/08	4.02	16	32	37,774
									0.45	16	32	4,236
272	Erie....	1.21	.....	13,700 00	6,850 00	7/10/06	100	1/10/07	1.21	16	28	12,132
273	Seneca..	1.30	.....	17,250 00	8,625 00	12/ 4/07	100	11/17/08	1.30	16	26	12,366
274	Broome.	1.75	.....	15,990 08	7,995 04	7/12/06	100	2/13/08	1.75	12	24, 26	12,365
275	Broome.	3.00	.....	33,717 00	16,858 50	6/12/06	100	12/—/08	3.00	12	24	21,164
276	Monroe.	4.14	.....	39,200 00	19,600 00	7/13/06	100	9/16/07	4.14	16	22	40,212
277	Hamilt..	3.44	.....	31,131 54	15,565 77	7/12/06	100	4/—/10	3.44	12	26	24,217
278	Oswego..	2.41	.....	25,937 06	15,822 83	9/20/07	100	11/25/08	2.41	16	26	22,842
279	Oswego..	2.48	.....	26,963 87	14,290 75	9/20/07	100	11/—/08	2.48	16	28	23,436
280	Oswego..	1.65	.....	17,062 12	8,531 06	9/18/06	100	1/10/08	1.65	16	26	14,382

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	4	Lo. St.	4	Sc., water		0.706	12,220	1915	4.82	Bit. Mac.	228
Lo. St.	3	Lo. St.	3	Sc., water		0.540	10,670	1914	0.84	Bit. Mac.	†228A
Li.	3	Li.	3	Sc., water		0.581	12,700			Oiled	229
Lo. St.	3	Lo. St.	3	Sc., water	CO	0.591	10,380			Oiled	230
App. St.	3	App. St.	3	Sc., water		0.604	9,930	1917	3.73	3" Bit. Mac.	231
S Con.	6	Brick	4			2.800	30,540				
Lo. St.	3	Lo. St.	3	Sc., water		0.658	8,700	1913	2.64	Bit. Mac.	232
Lo. St.	3	Tr.	3	Sc., water		0.609	8,620	1914	1.64	Bit. Mac.	233
Lo. St.	4	Li.	2	Sc., water		0.587	10,400				234
Lo. St.	4	Li.	2	Sc., water		0.810	10,075	1912	2.23	Bit. Mac.	235
Gn.	4	Gn.	2	Li. Sc., water		0.608	10,586			Oiled	236
Lo. St.	4	Li.	2	Sc., water		0.640	8,738	1912	1.45	Bit. Mac.	237
Lo. St.	4	Li.	2	Sc., water		0.564	8,565	1917	3.00	2½" Bit. Mac.	238
Lo. St.	3	Lo. St.	3	Sc., water		0.577	11,170				239
Grv. Con.	6	Brick	4			2.088	32,160				†240
Lo. St., or Tr.	3	Lo. St.	3	Sc., water		0.654	5,355	1912	1.27	Bit. Mac.	241
								1917	3.09	Bit. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.649	8,320	1912	1.23	Bit. Mac.	242
Lo. St.	4	Li.	3	Sc., water		0.634	15,350	1914	0.16	Brick	243
S Con.	6	Brick	4			2.750	35,210				
Lo. St.	3	Tr., Li.	3	Sc., water		0.746	10,820	1914	4.70	Bit. Mac.	244
								1915	1.31	Bit. Mac.	
Lo. Li.	4	Lo. Li.	2	Sc., water		0.715	14,485				245
Lo. St.	3	Lo. St.	3	Sc., water		0.682	9,632			Oiled	246
Lo. St.	3	Sy.	3	Sc., water		0.603	10,495	1912	3.14	Bit. Mac.	247
								1917	1.48	3" Bit. Mac.	
App. St.	3	App. St.	3	Sc., water	CO	0.705	10,730			Oiled	248
Lo. St.	3	Lo. St.	3	Sc., water		0.645	9,767	1914	3.14	Bit. Mac.	249
T Con.	6	App St.	3	Asp. (?) M. M.		1.850	24,905	1914	2.56	Bit. Mac.	
Lo. St.	3	Lo.St.2Gn1	3	Sc., water		0.844	15,455	1917	2.02	Bit. Mac.	250
Lo. St.	4	Lo. St.	2	Sc., water		0.753	14,605	1917	2.72	2" MM-2	
Lo. Li.	3	Li.	3	Sc., water		0.625	7,540	1912	0.79	WB. Oiled	251
Fld.	3	Li.	3	Sc., water		0.621	9,430			Oiled	252
Imp. Li.	3	Li.	3	Sc., water		0.665	9,370	1916	0.80	Brick 20'-38'.	253
								1917	1.32	2" BM-MM-2	
Li. 3, App. St. 3	6	Li.	3	Sc., water		0.757	8,660	1913	1.14	Bit. Mac.	254
Li.	3	Li.	3	Sc., water		0.511	7,268			Oiled	255
Li. 3, Li. 3 †	6	Li.	3	Sc., water		0.776	9,755			Oiled	
Lo. St.	4	Grn.	3	Sc., water		0.593	7,880			Oiled	256
Lo. St.	4	Grn.	3	Sc., water		0.595	7,595			Oiled	257
Lo. St.	3	Lo. St.	3	Sc., water		0.620	9,540			Oiled	258
Lo. St.	3	Li.	3	Sc., water		0.669	9,570	1917	7.34	Bit. Mac.	259
Lo. St.	3	Li.	3	Sc., water	L.C.O.	0.867	10,980			Oiled	260
Lo. St.	3	Lo. St.	3	Sc., water		0.667	9,310			Oiled	261
Lo. St.	3	Lo. St.	3	Sc., water		0.676	8,670			Oiled	262
Lo. St.	5	Li.	3	Sc., water		0.911	11,370	1914	4.23	Brick	263
Lo. St.	3	Li.	3	Sc., water		0.718	9,560				
Li. or Lo. St.	3	Li.orLo.St.	3	Sc., water		0.711	9,280	1914	0.74	Brick	264
Lo. St.	3	Tr.	3	Sc., water		0.688	11,590	1915	2.78	Bit. Mac.	265
Lo. St.	3	Sy.	3	Sc., water		0.681	10,210			Oiled	266
Lo. St.	5	Lo. St.	3	Sc., water		0.924	12,480			Oiled	267
Lo. St.	4	Tr.	2	Sc., water		0.641	11,760			Oiled	268
Lo. Fld.	4	Grn.	3	Sc., water		0.615	8,560			Oiled	269
Tr.	3	Tr.	3	Sc., water		0.956	11,205			Oiled	270
Old Mac.											
Li.	3	Sy.	3	Sc., water		0.805	12,410	1916	4.48	2" Bit. Mac.	
Lo. St.	4	Lo. St.	2	Sc., water		0.678	11,170				271
Old Mac.		Sy.	3	Sc., water		0.479		1917	4.01	BM-MM-2	
Li.	3	Li.	3	Sc., water		0.769	10,830	1913	1.21	Bit. Mac.	272
Lo. St.	4	Li.	2	Sc., water		0.636	13,270	1914	1.30	Bit. Mac.	273
Lo. St.	3	Tr.	3	Sc., water		0.621	10,680			Oiled	274
Lo. St.	5	Lo. St.	3	Sc., water		1.010	13,550	1917	0.73	F. Con.	275
Fld.	3	Li.	3	Sc., water		0.701	9,250	1914	1.62	Bit. Mac.	276
								1915	0.38	Brick	
Gn.	3	Gn.	3	Sc., water		0.678	10,630	1913	3.44	Bit. Mac.	277
Lo. St.	4	Li.	2	Sc., water		0.786	10,760	1914	2.41	Bit. Mac.	278
Lo. St.	4	Tr.	2	Sc., water		0.761	10,875			Oiled	279
Lo. St.	4½	Tr.	1½	Sc., water		0.721	9,430	1914	1.66	Bit. Mac.	280

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
*281	Orange..											
282	Orange..	7.13	.....	$65,775 00	$32,887 50	8/30/06	100	8/24/08	7.13	12	26	50,100
283	Orange..	5.11	.....	70,400 00	35,200 00	9/ 4/06	100	11/ 2/08	5.11	12	28	36,000
284	Renss...	3.61	.....	35,440 00	17,720 00	7/ 2/06	100	7/11/08	3.61	14-20	26	33,660
285	Renss...	3.62	.....	34,900 00	17,450 00	7/ 7/06	100	12/21/07	3.62	12	24, 26	25,471
286	Monroe.	5.55	.....	37,379 61	18,689 81	9/20/07	100	7/20/09	5.55	12	28	39,325
287	Renss...	4.75	.....	43,750 00	21,875 00	8/30/06	100	12/25/07	4.75	†12-20	26	37,620
288	Renss...	3.72	.....	16,867 35	8,433 68	7/ 3/06	100	7/ 1/07	3.72	18	28	39,280
*289	Suffolk..											
290	Onon....	1.06	.....	13,826 00	6,913 00	8/31/06	100	5/18/08	1.06	16	26	10,166
291	Onon....	0.89	.....	11,400 00	5,700 00	10/18/07	100	12/30/08	0.89	16	26	8,424
292	Onon....	1.00	.....	10,511 19	5,255 59	7/10/06	100	9/ 8/09	1.00	12	26	7,056
293	Onon....	1.00	.....	9,496 34	4,748 17	7/10/06	100	8/10/09	0.33 0.67	16 12	26 26	3,060 4,788
294	Monroe.	5.89	.....	45,000 00	22,500 00	9/17/07	100	11/30/08	5.89	12	24, 32	42,597
295	Oneida..	2.78	.....	35,100 00	17,550 00	7/10/06	100	1/16/08	2.78	16	26	26,159
296	Oneida..	4.50	.....	53,504 00	26,752 00	7/10/06	100	1/22/08	4.50	16	26	42,294
297	Oneida..	3.72	.....	43,100 00	21,550 00	7/10/06	100	7/30/07	3.72	†16	26	34,951
298	Mont...	2.20	.....	16,600 00	8,300 00	7/ 9/06	100	10/29/08	2.20	14	24	18,072
299	Mont....	2.74	.....	29,072 00	14,536 00	7/11/06	100	7/1/08	2.74	12	22	19,310
300	Mont...	1.13	.....	10,200 00	5,100 00	7/11/06	100	12/ 3/06	1.13	12	22	7,933
301	Mont...	2.23	.....	16,000 00	8,000 00	7/ 9/06	100	11/29/07	2.33	12	22	16,409
302	Mont...	2.00	.....	17,300 00	8,650 00	7/ 9/06	100	1/21/08	2.00	12, 14	22	16,271
303	Mont...	2.21	.....	21,912 00	10,956 00	9/20/07	100	10/29/08	2.21	16	24	20,734
304	Mont...	5.63	.....	61,394 19	33,773 10	9/20/07	100	7/14/10	5.63	14	24-28	46,228
305	Ulster...	7.25	.....	69,625 00	34,812 50	7/ 3/06	100	10/2/08	7.25	16	22-28	67,992
306	Ulster...	5.56	.....	56,600 00	28,300 00	9/20/07	100	11/ 4/08	1.15 4.41	16 16	22-24 22-24	10,788 41,448
307	Ulster...	7.16	.....	64,100 00	34,614 00	9/19/07	100	11/ 5/08	7.16	14	26	58,788
308	Ulster...	4.16	.....	52,550 00	26,275 00	1/10/08	100	11/ 2/08	4.16	†16	24	39,204
*309	Ulster...											
310	Ulster...	4.25	.....	42,367 30	21,183 65	5/ 3/11	100	1/ 8/12	3.97 0.28	14, †16 14	26 26	33,035 2,333
*311	Ulster...											
312	Orange..	4.38	.....	41,067 00	20,533 50	9/ 4/06	100	9/21/08	4.38	12	22	30,856
313	Orange..	4.88	.....	57,400 00	28,700 00	9/ 3/07	100	10/15/08	4.88	12	22	34,326
313A	Orange..	1.02	.....	14,098 88	7,244 27	12/ 6/11	100	9/—/13	1.02	14	24, 26	8,387
314	Otsego..	4.37	.....	58,900 00	29,450 00	6/30/06	100	8/22/08	4.37	16	26, 28	40,968
315	Otsego..	3.53	.....	32,700 00	16,350 00	7/ 9/06	100	6/23/08	3.53	16½	24-26	34,138
316	Otsego..	1.26	.....	12,750 00	6,375 00	7/10/06	100	10/28/07	1.26	16	26, 28	11,840
317	Otsego..	2.70	.....	26,200 00	13,100 00	7/10/06	100	8/24/03	1.97 0.73	16 16	28 28	18,487 6,857
318	Otsego..	2.03	.....	18,871 15	9,435 58	6/30/06	100	7/19/07	2.03	14	24	16,680
319	Otsego..	3.65	.....	38,800 92	19,400 46	6/30/06	100	10/21/07	3.65	16	22-32	34,134
320	Seneca..	5.74	.....	50,467 70	25,233 85	9/18/07	100	10/11/09	5.74	16	28	53,880
†321	Seneca..	4.32	.....	53,257 02	26,628 51	11/12/08	100	12/15/10	4.32	16	26, 28	40,530
*322	Seneca..											
323	Seneca..	3.87	.....	47,390 70	23,695 35	2/18/10	100	8/ 8/11	3.87	16	28, 32	36,331
324	Seneca..	3.20	.....	37,266 01	18,633 00	3/25/11	100	1/19/12	3.20	16 12 4	28	22,562 7,521
325	Seneca..	2.95	.....	43,900 49	22,010 32	8/17/16	100	12/18/17	2.95	12	28	20,783
326	Seneca..	4.01	.....	51,890 03	28,268 52	6/11/12	100	11/ 8/14	4.04	14, 16	28, 30	33,428
*327	Seneca..											
328	Onon...	1.28	.....	21,932 00	10,966 00	8/31/06	100	11/ 9/03	1.28	12-16	26	9,492
329	Onon....	2.31	.....	34,400 00	17,200 00	11/23/06	100	7/21/08	1.99 0 32	12 12	24 24	13,961 2,267
330	Onon...	2.44	.....	26,748 01	13,903 97	9/20/07	100	12/30/08	2.44	14	22-28	20,295
331	West....	3.88	.....	51,894 96	25,947 48	7/20/06	100	12/—/08	3.88	14, 16	26, 28	34,440
332	West....	3.23	.....	38,551 00	19,275 50	7/20/05	100	11/ 5/08	3.23	14	24, 28	26,472
333	Ontario..	1.13	.....	9,385 93	4,692 96	7/10/03	100	12/24/06	1.13	14	24-32	9,298
334	Ontario..	1.68	.....	15,153 43	7,576 71	7/10/03	100	8/28/07	1.63	16	32	15,787
335	Ontario..	5.20	.....	41,295 40	20,647 70	7/ 5/03	100	8/23/07	5.20	12	24,32	38,076
336	Tomp...	3.17	.....	36,350 00	18,175 00	8/30/05	100	12/—/08	3.17	12	24-28	22,912
337	Madison.	1.58	.....	13,245 11	7,284 82	9/20/07	100	12/—/03	1.58	12	26	11,123

ee list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION					UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP								
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*281
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.598	10,640	.....	.....	Oiled	282
Fld.	5	Li.	1	Sc., water	Oil (10)	0.584	15,140	.....	.....	Oiled	283
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.580	9,860	.....	.....	Oiled	284
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.620	11,120	1917	3.62	3" Bit. Mac.	285
Lo. St.	4	Grn.	3	Sc., water	.....	0.627	8,180	.....	.....	Oiled	286
App. St.	3	App. St.	3	Sc., water	.....	0.709	10,250	1914	0.41	Bit. Mac.	287
								1916	4.34	3" WB. Mac.	
.....	....	Grv.	5	.....	.....	0.198	4,290	.....	.....	Oiled	288
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*289
Li.	5	Sy.	3	Sc., water	.....	0.990	12,830	1914	1.06	Brick	290
Lo. St.	4	Li.	2	Sc., water	.....	0.722	12,810	.....	.....	Oiled	291
Imp. Li.	4	Li.	2	Sc., water	.....	1.055	12,965	1917	1.00	2½" Bit. Mac.	292
Lo. St.	4	Li.	2	Sc., water	.....	0.808	10,025	1914	1.00	Bit. Mac.	293
Li.	4	Li.	2	Sc., water	.....	0.959	11,440	.....	.....	.....	
Lo. St.	4	Grn.	3	Sc., water	T. (17)	0.631	9,040	1915	2.92	WB. Mac	294
Lo. St.	4	Sst.	3	Sc., water	.....	0.875	12,610	.....	.....	Oiled	295
Lo. St.	4	Tr.	3	Sc., water	.....	0.915	11,880	.....	.....	Oiled	296
Li.	4	Gn.	3	Sc., water	.....	0.866	11,570	.....	.....	Oiled	297
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.623	8,357	.....	.....	Oiled	298
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.808	12,850	1917	2.74	3" WB. Mac.	299
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.875	11,382	.....	.....	Oiled	300
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.608	8,420	.....	.....	Oiled	301
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.618	9,610	.....	.....	Oiled	302
Li.	4	Li.	3	Sc., water	.....	0.657	10,020	.....	.....	Oiled	303
Dol.	3	Li.	3	Sc., water	.....	0.650	12,097	1917	5.64	3" Bit. Mac.	304
Li.	3	Li.	3	Sc., water	.....	0.543	9,600	.....	.....	Oiled	305
Lo. St.	3	Tr.	3	Sc., water	.....	0.667	10,888	.....	.....	.....	306
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.571	9,988	.....	.....	.....	
Sst.	4	Sst.	3	Sc., water	.....	0.636	9,700	.....	.....	Oiled	307
Sst.	3	Sst.	3	Sc., water	.....	0.683	12,630	.....	.....	Oiled	308
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*309
Sst.	3	Sst.	3	Asp (10)	.....	0.680	10,735	.....	.....	.....	310
Sst.	3	Sst.	3	Sc., water	C. O. (10)	0.556	9,570	1917	0.37	3" Bit. Mac.	
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*311
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.593	11,204	.....	.....	Oiled	312
Sst.	3	Sst.	3	Sc., water	.....	0.499	13,820	.....	.....	.....	313
Sst.	3	Sst.	3	Asp. (10)	.....	0.657	15,100	.....	.....	.....	313A
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.602	13,480	1914	2.49	Concrete (a)	314
								1915	1.88	Concrete (a)	
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.584	9,120	.....	.....	Oiled	315
Lo. St.	3	Lo. St.	3	Li. Sc., water	.....	0.653	10,120	.....	.....	Oiled	316
Lo. St.	3	Tr. †	3	Sc., water	.....	0.823	9,815	1915	2.70	Bit. Mac.	317
Lo. St.	3	Li.	3	Sc. water	.....	0.757	9,195	.....	.....	.....	
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.635	10,040	1915	2.03	Bit. Mac.	318
Li.	3	Li.	3	Sc., water	.....	0.640	10,600	1915	3.66	Bit. Mac.	319
Lo. St.	4	Li.	2	Sc., water	.....	0.576	8,735	1915	5.72	Bit. Mac.	320
Sub.	8	Li.	3	Asp. (10)	.....	1.061	13,060	.....	.....	.....	†321
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*322
Sub. 5, App. 2	7	Li.	2	Asp. (10)	.....	0.983	12,290	.....	.....	Oiled	323
Sub.	7	Li.	3	Asp. (10)	.....	0.998	11,640	.....	.....	Oiled	324
(Shoulders)	.....	Li.	.....	Asp. (10)	.....	0.530	.....	.....	.....	.....	
Fld.	7	Li.	3	T (17)	.....	1.387	16,930	.....	.....	.....	325
Sh.	7	Imp. Li.	3	Trn. (7)	Ber. (1)	1.229	14,150	.....	.....	.....	326
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*327
Lo. St.	4	Li.	2	Sc., water	.....	0.589	18,300	1914	1.30	Bit. Mac.	328
App. St.	4	Li.	2	Sc., water	.....	0.753	16,900	1914	0.03	Bit. Mac.	329
App. St.	4	Li.	4	Sc., water	.....	0.976	18,990	1914	0.07	Concrete	
								1915	2.21	Bit. Mac.	
Lo. St.	4	Li.	2	Sc., water	.....	0.777	11,800	1916	2.44	2½" WB. Mac.	330
Grn.	3	Grn.	3	Sc., water	.....	0.837	13,800	.....	.....	.....	331
Lo. St.	3	Lo. St.	3	Sc., water	.....	0.805	12,900	1914	1.89	WB. C. O.	332
Li.	3	Li.	3	Sc., water	.....	0.629	8,910	1917	0.65	2½" Bit. Mac.	333
Li.	3	Li.	3	Sc., water	.....	0.670	8,834	1915	1.69	Bit. Mac. M.M.	334
App. St.	3	Li.	3	Sc., water	.....	0.644	9,280	1913	5.20	Bit. Mac.	335
Lo. St.	4	Li.	2	Sc., water	.....	0.611	12,800	.....	.....	Oiled	336
Li.	4	Li.	2	Sc., water	.....	0.761	10,160	.....	.....	Oiled	337

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
338	Tomp...	1.38	.....	$14,900 00	$7,450 00	8/30/06	100	11/ 1/08	1.38	16	26	13,086
339	Madison.	3.28	.....	30,962 00	15,481 00	9/18/06	100	12/—/08	3.28	12–16	22–26	23,971
340	Saratoga.	7.25	.....	58,120 00	29,060 00	7/ 6/06	100	6/—/08	7.25	14	28	61,224
341	Colum..	2.60	.....	27,600 00	13,800 00	7/ 6/06	100	8/14/08	2.60	16	26, 28	24,405
342	Colum..	1.11	.....	8,200 00	4,100 00	8/28/06	100	9/—/08	1.11	16	24	10,514
343	Dutch...	2.23	.....	24,078 97	12,039 49	7/ 7/06	100	9/16/07	2.23	14	24, 26	18,240
344	Dutch...	1.78	.....	17,950 01	8,975 01	7/ 9/06	100	8/27/07	1.78	14	24, 26	14,619
345	Mont...	4.66	.....	42,066 08	21,033 04	12/18/07	100	7/—/10	4.66	14	24–30	38,305
346	Mont...	2.51	.....	26,473 01	14,560 16	11/12/08	100	9/24/10	2.51	14	24	20,843
347	Mont...	2.84	.....	36,158 00	18,079 00	11/12/08	100	1/ 1/10	2.87	14	24–30	23,280
348	Onon...	1.96	.....	28,881 91	13,440 96	7/ 9/06	100	8/15/09	1.96	16	26	18,715
*349	Ulster...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
350	Ulster...	7.26	.....	95,628 28	49,019 44	2/14/10	100	9/ 9/11	2.98 3.97 0.31	14,16 14, 16 16	26 26 26	27,703 33,262 2,934
351	Ulster...	7.80	.....	77,240 08	42,161 18	4/17/12	100	10/20/13	7.80	14	24, 26	64,908
352	Ulster...	1.91	.....	24,170 09	14,776 95	4/15/12	100	1/18/13	1.91	14	26	15,666
*353	Ulster...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
354	Ulster...	1.15	.....	98,948 51	34,834 38	6/10/12	100	11/18/15	1.15	†18½–32	30	17,028
355	Chem...	4.48	.....	58,000 00	29,378 10	3/ 9/08	100	12/17/08	4.48	16	26–41	42,043
356	Chem...	9.17	.....	98,183 90	49,091 95	7/ 7/06	100	1/30/08	9.17	16–20	24–32	86,191
357	Chem...	1.57	.....	15,754 30	7,877 15	9/13/06	100	11/ 8/07	1.57	16	28, 32	14,700
358	Chem...	7.08	.....	80,600 00	40,300 00	12/ 2/07	100	12/15/08	5.63 1.45	16 16	30 30	52,828 13,656
359	Herk....	1.89	.....	18,430 00	9,215 00	7/10/06	100	7/11/08	1.89	16	26	17,770
360	Herk....	0.35	.....	4,150 00	2,075 00	7/ 2/06	100	5/—/07	0.35	16	26	3,276
361	Fulton..	2.22	.....	22,482 70	11,241 35	7/ 9/06	100	11/13/07	2.22	16	26	20,838
362	Fulton..	1.71	.....	20,900 00	12,122 00	9/18/07	100	10/29/08	1.71	14, 24	28	18,284
363	Fulton..	1.37	.....	12,521 75	7,387 83	9/20/07	100	10/27/08	1.37	14	26–28	12,252
364	Albany..	3.13	.....	27,400 00	13,700 00	7/12/06	100	11/ 2/08	3.13	14	24, 26	25,707
365	Albany..	1.90	.....	16,847 42	8,423 71	7/ 3/06	100	10/31/07	1.90	14	24	15,605
†366	Albany	6.84	.....	88,900 00	44,450 01	7/11/06	100	10/12/07	6.49	16	24	58,173
366A	Albany								0.14	16	24	1,345
									0.21	16	24	2,006
†367	Albany..	6.75	.....	62,750 00	31,375 00	7/ 6/06	100	8/27/07	6.75	14	22, 24	55,404
368	Oneida..	3.38	.....	36,000 00	18,000 00	11/23/06	100	10/15/08	3.38	14	28	28,152
369	Oneida..	2.98	.....	29,720 00	14,860 00	8/29/06	100	12/30/07	2.98	14	22	24,516
370	Oswego..	0.48	.....	6,750 00	3,375 00	9/18/06	100	9/21/07	0.48	16	24–26	4,497
†371	Erie....	5.06	.....	158,044 00	79,022 00	7/18/06	100	12/ 1/08	2.27 2.79	42–16 15	24–32 32 32 26 26 26	27,219 11,499 13,133 3,832 4,380 21,342
†372	Erie....	6.14	.....	122,250 00	61,125 00	7/18/06	100	11/14/08	0.94 5.20	15 15	26 26	24,391 21,342
373	Erie....	8.76	.....	80,000 00	40,000 00	7/ 9/06	100	12/ 1/08	7.93 0.83 1.13 2.23	12 12 12 12	28 28 20–28 26–28	61,242 5,867 7,976 15,648
374	Broome.	3.36	.....	35,350 00	17,675 00	7/12/06	100	11/14/08				
375	Broome.	0.62	.....	7,127 00	3,563 50	7/12/06	100	1/—/08	0.62	16	28	5,776
376	Fulton..	2.38	.....	25,400 00	14,732 00	9/20/07	100	11/—/08	2.38	12	24	16,730
377	Cort....	0.40	.....	4,000 00	2,000 00	7/10/06	100	7/30/07	0.40	16	26	3,744
378	Cort....	2.90	.....	29,480 42	14,740 21	7/10/06	100	1,15/09	2.90	12	24, 26	27,016
379	Cort....	0.90	.....	7,600 00	3,800 00	9/19/06	100	7/ 5/08	0.92	12	26	6,360
380	Cort....	4.39	.....	42,200 00	21,100 00	11/14/06	100	11/—/08	4.39	12	24	31,212
381	Cort....	2.72	.....	30,527 04	30,527 04	9/20/07	100	7/ 1/10	2.72	12–16	24, 28	20,621
382	Orange..	6.57	.....	64,700 00	32,350 00	12/17/07	100	11/ 2/08	6.57	14	26	54,036
383	Cayuga .	2.19	.....	21,397 32	10,698 66	7/12/06	100	3/ 1/08	2.19	16	24, 26	20,556
384	Cayuga .	3.17	.....	30,985 07	15,492 54	5/21/08	100	12/15/08	3.17	12	24–28	22,283
385	Albany..	5.14	.....	59,500 00	29,750 00	9/20/07	100	10/29/08	0.76 4.38	16 16	32 32	7,111 41,095
386	Orleans .	3.47	.....	23,040 00	11,520 00	8/31/06	100	3/ 4/08	3.47	†12–16	28–32	28,931
387	Orleans..	5.69	.....	40,880 00	20,440 00	8/31/06	100	11/21/08	5.59 0.10	12–16 12	26–32 26–32	40,017 667

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	4	Li.	2	Sc., water		0.572	10,700			Oiled	338
Li.	4	Li.	2	Sc., water		0.636	10,760	1915	3.29	Bit. Mac.	339
Lo. St.	3	Li.	3	Sc., water		0.601	8,580			Oiled	340
Lo. St. 3, 3	6	Tr.	1	Sc., water		0.776	10,610	1917	2.51	F. Con.	341
		Grv.	Av5			0.130	7,370				342
Lo. St.	3	Lo. St.	3	Sc., water		0.668	11,610	1913	2.23	S. Con. BT.	343
Lo. St.	3	Lo. St.	3	Sc., water		0.648	10,850			Oiled	344
Gn.	3	Gn.	3	Sc., water		0.634	10,880			Oiled	345
Li.	3	Li.	3	Sc., water		0.682	11,490				346
Sst.	3	Gn. Li.	3	Ber. (1)		0.938	13,850			Oiled	347
Li. 4, Li. 2	6	Sy.	†2½	Sc., water		1.111	14,745	1914	1.02	Brick	348
								1914	0.94	3" Bit. Mac.	
											*349
App. St.	4	App. St.	2	Asp. (10)		0.717	13,070				
App. St.	4	App. St.	3	Asp. (10)		0.802	13,870				350
App. St.	4	App. St.	3	Asp. (10)	C. O.	0.893	14,720				
Sub.	6	Sst.	3	Asp. (10)	HO (10)	0.664	10,600				351
Grv.Con(d)(24)	6				Sc., HO (10) T (17)	0.908	13,730				352
											*353
SCon(d)(1,6,24)	5	Brick(2,25)	4			2.353	45,825				354
Li.	3	Tr.	3	Sc., water		0.816	12,900			Oiled	355
Li.	3	Li.	3	Sc., water		0.865	10,610	1915	2.35	Bit. Mac.	356
Li.	3	Tr.	3	Sc., water		0.818	9,920	1915	0.36	Hendersonian	357
Lo. St.	3	Tr.	3	Sc., water	Li. Sc.	0.843	10,630		7.03	Oiled	358
Lo. St.	6	Tr.	3	Sc., water	Li. Sc.	1.135	13,370				
Lo. St.	3	Gn.	3	Sc., water		0.605	9,750	1915	1.89	Bit. Mac.	359
Lo. St.	3	Tr.	3	Sc., water		0.781	11,875	1914	0.35	Bit. Mac.	360
Lo. St.	3	Lo. St.	3	Sc., water		0.680	10,130	1913	2.22	Bit. Mac.	361
Lo. St., Gn.	3	Gn.	3	Sc., water		0.731	11,064	1914	1.12	Bit. Mac.	362
								1916	0.59	Bit.Mac.2"16'	
Lo. St.	3	Lo. St.	3	Sc., water		0.558	9,390	1913	1.37	Bit. Mac.	363
Lo. St.	3	Lo. St.	3	Sc., water		0.630	9,594				364
App. St.	3	Tr. 2, 1.	3	Sc., water		0.673	6,320	1915	1.90	WB. Mac.	365
Lo. St.	3	Lo. St.	3	Sc., water		0.633	11,290				366
Lo. St.	6	Lo. St.	3	Sc., water		0.967	14,930	1915	6.62	WB. Mac.	366A
Lo. St.	5	Lo. St.	3	Sc., water		0.855	13,880				
App. St.	4	Li.	2	Sc., water		0.635	10,045	1916	6.75	3" WB. Mac.	†367
Li.	4	Li.	2	Sc., water		0.764	11,460			Oiled	368
Lo. St.	4	Li.	2	Sc., water		0.835	11,230			Oiled	369
Lo. St.	4	Tr.	3	Sc., water		0.962	14,180			Oiled	370
S. Con.	5	Br.	4			2.750	33,360				
Li.	3	Br.	4			2.160	27,830	1913	2.71	Brick	†371
Li.	3	Li.	4½	Sc., water	(Shoulders)	1.212	18,930				
Li.	4	Br.	4			2.751	30,672				
Li.	3	Li.	4½	Sc., water	(Shoulders)	1.310	17,145				†372
S Con. (d)	5	Br.	4			2.440	27,752				
Li.	3	Li.	3	Sc., water	(Shoulders)	0.990	14,141				
Li.	3	Li.	3	Sc., water		0.650	9,995	1913	0.50	Ro. Asp.	373
Li.	5	Li.	3	Li. Sc., water		0.840	11,780				
Lo. St.	3	Lo. St.	3	Sc., water		0.688	10,930			Oiled	374
Lo. St.	4	Lo. St.	4	Sc., water		0.917	13,070				
Lo. St.	3	Li.	3	Sc., water		0.681	11,420			Oiled	375
Lo. St.	3	Lo. St.	3	Sc., water		0.577	12,240	1915	2.38	Bit. Mac.	376
Lo. St.	4	Li.	2	Sc., water		0.733	10,050	1917	0.42	6 P. F. Con.	377
Lo. St.	4	Li.	2	Sc., water		0.671	10,240			Oiled	378
Lo. St.	4	Li.	2	Sc., water		0.750	10,185			Oiled	379
Fld.	4	Li.	2	Sc., water		0.750	11,320	1917	4.39	2½" Bit. Mac.	380
Lo. St.	4	Li.	2	Sc., water		0.820	12,750	1917	3.72	2½" Bit. Mac.	381
Sst.	3	Tr.	3	Sc., water		0.762	10,370				382
Li.	4	Li.	2	Sc., water	T (17)	0.691	9,770	1914	1.56	Brick	383
								1914	0.63	Bit. Mac.	
Li.	4	Li.	2	Sc., water		0.877	11,800	1917	0.24	F. Con.-16'	384
Li.	4	Li.	4	Sc., water		1.041	12,595	1912	2.24	Bit. Mac.	385
Li.	4	Li.	3	Sc., water		0.895	11,225	1913	2.90	Bit. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.537	10,810	1914	3.47	WB. Mac.	386
Lo. St.	3	Lo. St.	3	Sc., water		0.621	8,480	1917	5.69	3" WB. Mac.	387
Lo. St.	5	Lo. St.	3	Sc., water		0.787	10,030				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
†388	Orleans..	3.42	.....	$25,700 00	$12,850 00	7/ 9/06	100	8/24/08	3.42	12-20	24-32	26,660
389	Orleans..	3.08	.....	20,100 28	10,050 14	9/27/07	100	8/20/09	3.08	12	22-32	21,665
390	Orleans..	2.79	.....	18,941 41	9,470 66	9/27/07	100	8/20/09	2.79	12	24-32	19,656
391	Orleans..	4.54	.....	29,949 90	15,274 40	12/ 4/07	100	12/ 1/09	2.04	12	24-32	14,320
									2.50	12	24-32	17,600
392	Orleans..	3.34	.....	22,886 10	11,568 94	11/13/08	100	12/ 1/09	3.34	†16	25-32	31,371
393	Orleans..	3.61	.....	31,893 57	15,946 78	6/ 1/10	100	1/18/11	3.61	14-16	30-32	32,287
394	Orleans..	3.25	.....	27,268 81	13,634 40	5/ 1/11	100	1/23/12	3.25	14	24, 30	26,640
395	Orleans..	5.40	.....	47,909 28	23,954 64	5/ 1/11	100	1/23/12	5.40	12-16	22-32	47,168
*396	Ontario											
397	Mont...	6.52	.....	95,120 92	48,568 60	2/18/10	100	2/13/13	4.62	14	.....	37,940
									1.90	14	.....	15,623
	Monroe								0.98	12	30	6,933
398	& Orleans..	5.53	.....	39,531 05	19,765 49	12/18/07	100	12/ 1/09	1.21	12	28-30	8,534
									2.94	12	28-30	20,639
									0.40	†17-18	28	4,216
399	Monroe.	6.82	.....	82,000 00	41,000 00	9/19/07	100	11/23/08	2.83	16	26, 32	26,565
									3.99	16	26	37,436
400	Monroe.	0.93	.....	8,800 00	4,400 00	9/24/07	100	8/ 7/08	0.93	16	22-32	8,976
401	Monroe.	1.90	.....	30,600 00	15,300 00	12/ 3/07	100	9/13/08	1.09	16	.....	10,200
									0.81	14	.....	7,032
402	Monroe.	3.62	.....	28,627 00	14,313 50	12/ 4/07	100	9/ 3/08	3.62	16	24-32	34,848
403	Monroe.	2.08	.....	21,300 00	10,650 00	11/26/07	100	11/—/08	1.72	14	24-32	14,156
									0.36	14	24-32	2,896
*404	Ontario											
405	West....	2.12	.....	17,605 00	8,802 50	9/20/07	100	11/21/08	2.12	14	24, 26	17,232
406	Oneida..	3.87	.....	37,880 00	18,940 00	11/27/06	100	11/—/07	3.87	14	24	31,763
†407	Schenec..	3.02	.....	37,400 00	18,700 00	9/18/07	100	10/ 2/08	3.02	16	32	28,392
408	Monroe.	2.43	.....	26,000 00	13,000 00	11/26/07	100	9/13/08	0.83	14-16	20-22	7,347
									1.60	16	20-30	14,965
†409	Mont...	6.22	.....	95,351 35	47,675 68	3/23/11	100	11/20/12	6.22	14	24	51,410
410	Mont...	.....	7.10	97,300 00	46,200	7/15/15	36	.....	0.02	16	28	174
									7.08	14-16	24-26	58,977
*411	Orange..											
†412	Orange..	5.74	.....	77,214 08	38,607 04	11/17/08	100	9/13/10	5.74	14	26	47,052
†413	Orange..	3.26	.....	42,633 63	21,316 82	11/17/08	100	10/11/09	3.26	14	26	26,749
414	Orange..	5.54	.....	31,824 17	15,912 09	6/27/10	100	1/22/13	5.54	16	22	52,027
415	Orange..	3.01	.....	43,918 02	21,959 01	4/25/11	100	5/ 7/12	3.01	14	24	24,719
416	Orange..	5.89	.....	105,909 31	52,954 66	4/27/11	100	1/18/13	5.89	14	24	48,228
417	Warren..	7.56	.....	82,700 00	41,350 00	7/10/06	100	1/10/07	7.56	16	24, 26	70,848
418	Warren..	9.74	.....	109,182 00	54,591 00	7/10/06	100	1/21/08	9.74	16-30	16-30	92,660
419	Ulster...	1.95	.....	22,608 82	11,988 23	7/12/06	100	4/24/15	0.63	14	26	5,227
									1.32	14	26-28	10,819
420	Broome.	3.64	.....	37,700 00	18,850 00	7/12/06	100	12/ 9/08	3.64	12, 16	28	27,900
421	Broome.	7.82	.....	84,100 00	44,573 00	12/ 2/07	100	11/26/08	7.82	14	26	64,228
*422	Ulster											
423	Jeff.....	4.19	.....	52,932 47	28,583 53	9/20/07	100	1/18/10	4.19	12-16	22-28	30,312
424	Jeff.....	1.60	.....	11,900 00	5,950 00	11/16/06	100	11/ 1/07	1.60	12	26	11,269
425	Jeff.....	3.16	.....	26,100 00	13,050 00	7/ 3/06	100	8/24/08	3.16	12-16	24, 26	26,249
426	Jeff	4.03	.....	46,580 45	27,016 66	3/23/08	100	12/ 4/08	4.03	12	24-28	28,339
427	Jeff.....	5.45	.....	42,184 15	21,092 07	7/ 7/06	100	8/28/07	5.45	12-16	22-26	40,444
428	Jeff.....	4.87	.....	34,282 19	17,141 09	12/18/07	100	12/—/08	4.87	12	24	34,275
429	Onon....	2.79	.....	24,778 00	12,389 00	7/ 9/06	100	5/29/08	2.79	12	24	19,603
430	Onon....	1.71	.....	15,094 21	7,547 11	7/20/06	100	7/16/07	1.71	12	24	12,222
431	Onon....	2.50	.....	28,700 00	14,350 00	7/20/06	100	9/17/08	2.50	12	22, 24	17,694
432	Dutch..	3.20	.....	37,725 00	18,862 50	8/31/06	100	11/—/08	3.20	16	26, 30	30,108
†433	Clinton..	4.60	.....	38,925 00	19,462 50	9/ 1/06	100	9/23/08	0.39	†20	26	4,471
									4.21	14	26	34,549
434	Nassau..	1.69	.....	16,323 58	8,161 79	7/10/06	100	10/—/07	1.69	†15	26	14,926
435	Nassau..	1.94	.....	22,357 96	11,178 98	9/ 1/06	100	8/27/07	1.94	12, 16	24, 26	17,052
436	Nassau..	6.98	.....	87,150 00	43,575 00	9/ 1/06	100	11/—/07	6.98	16	26, 28	65,724
437	Nassau..	7.09	.....	81,000 00	40,500 00	9/20/07	100	11/ 2/08	7.09	14	26	58,692
438	Oneida..	7.10	.....	83,000 00	41,500 00	8/29/06	100	10/ 1/08	4.53	14	24	44,000
									2.57	14, 16	24, 26	15,571
439	Renss...	3.78	.....	44,150 00	26,048 50	9/20/07	100	9/ 4/08	3.78	12	22-26	27,365

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917—(*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–20′ highway	Year resurfaced	Miles	Type	Highway No.
Lo. St	4	Grn	3	Sc., water		0.635	8,360			Oiled	†388
Lo. St	3	Li	3	Sc., water		0.536	7,620			Oiled	389
Li	3	Li	3	Sc., water		0.526	7,895	1917	2.80	2½″ Bit. Mac.	390
Lo. St	3	Li	3	Sc., water		0.401	7,195				391
Lo. St	3	Li	3	Sc., water	C. O.	0.472	7,865				
Lo. St	3	Li	3	Sc., water	C. O.	0.467	7,030	1916	1.46	3″ WB. Ca. Cl.	392
Grn	4	Grn	2	Asp. (3)		0.689	8,970			Oiled	393
Sst	3	Grn	3	Asp. (3)		0.634	9,105				394
Gn	3	Li	3	Asp. (3)		0.638	24,255				395
											*396
Grn	4	Li	2	Asp. (3)		0.706	15,265				397
Gn	4	Lo. St	2½	Asp. (3)		0.765	15,815				
Lo. St	3	Lo. St	3	Sc., water		0.558	12,595				
Lo. St	4	Lo. St	3	Sc., water		0.635	13,315			Oiled	398
Lo. St	5	Lo. St	3	Sc., water		0.711	13,925				
Lo. St	4½	Lo. St	3	Sc., water		0.660	13,555				
Li	5	Li	3	Sc., water		0.992	11,670	1916	1.42	3″WB. Ca. Cl	399
Li	5	Li	3	Sc., water	Asp.†	1.046	12,180	1916	5.40	Oiled	
Lo. St	3	Li	3	Sc., water		0.625	9,300			Oiled	400
S Con. (d)	5	Br	4			0.200	21,335				401
Li	5	Li	3	Sc., water		0.761	9,705			Oiled	
Lo. St	4	Li	3	Sc., water	C. O.	0.532	7,760			Oiled	402
Sub	6	Li	4	Sc., water		0.859	11,480			Oiled	403
Lo St	3	Li	3	Sc., water		0.607	9,120			Oiled	
											*404
Gn	3	Tr	3	Sc., water		0.762	9,260			Oiled	405
Lo. St	4	Li	2	Sc., water		0.772	10,810			Oiled	406
Lo. St.†	3	Lo. St.†	3	Sc., water		0.591	8,770	1914	3.02	Bit. Mac	†407
Li	4	Li	3	Sc., water		0.714	11,080			Oiled	408
Li	3	Li	3	Sc., water		0.618	10,180			Oiled	
Lo. St	4	Li	2	Asp. (1) MM		1.152	16,685				†409
S Con	5	St. Blk	5			3.500	39,240				410
Sub	6	App. St	3	Sc., water	T. ( )	0.822	14,110				
											*411
Sst	3	Sst	3	Asp. (10)		0.815	14,420				†412
Sst	3	Qrz	3	Asp. ( )		0.888	14,130				†413
		Grv	4		C. O.	0.168	6,340			Oiled	414
Sst	3	Qrz	3	Ber. (1)		0.754	15,810				415
Sub	8	Grn	3	Sc., water		0.609	18,740			Oiled	416
Li. 4″, Tr. 2″	6	Tr	1	Sc., water		0.806	10,940	1912	7.56	Bit. Mac	417
Gn	3	Tr	3	Sc., water		0.654	11,130	1912	9.74	Bit. Mac	418
Sub. 6″, St. 2″	8	App. St	3	HC. T. (17)		0.934	12,840				419
App St	5	App. St	3	HC. T. (17)		0.889	12,410				
Lo. St	3	Li	3	Sc., water		0.813	12,190	1917	0.28	F. Con	420
								1917	2.54	3″ Bit. Mac.	
Lo. St	4	Tr	2	Sc., water		0.771	11,670			Oiled	421
											*422
Li	4	Li	2	Sc., water	HO. (1)	1.186	15,420	1916	3.21	2″ Bit. Mac	423
Lo. St	4	Li	2	Sc., water		0.647	8,950				424
Lo. St	4	Li	2	Sc., water		0.615	8,920			Oiled	425
Lo. St	4	Grn	2	Sc., water		0.986	13,970			Oiled	426
Lo. St	4	Li	2	Sc., water		0.646	9,220	1913	0.20	Brick	427
Lo. St	4	Li	2	Sc., water		0.630	8,600			Oiled	428
Li	4	Li	2	Sc., water		0.702	10,710	1913	2.79	WB. Mac	429
Li	4	Li	2	Sc., water		0.736	10,440	1915	1.72	Bit. Mac	430
Li	4	Li	2	Sc., water		0.900	13,550	1915	2.50	Bit. Mac	431
Lo. St	3	Lo. St	3	Sc., water		0.560	11,800	1914	3.20	Bit. Mac	432
Lo. St	3	Lo. & Li	3	Sc., water	Oil†	0.674	9,240				†433
Lo. St	3	Lo. & Li	3	Sc., water	Oil†	0.653	9,040				
Lo. St	3	Tr. 2, Tr. 1	3	Sc., water		0.792	10,100	1916	0.28	2½″ Bit. Mac	434
App. St	3	Tr. 2, Tr. 1	3	Sc., water		0.759	11,980	1914	0.38	3″Bit. Mac	435
								1916	0.70	2½″ Bit. Mac.	
App. St	3	Tr. 2, Tr. 1	3	Sc., water		1.137	12,490	1914	2.90	Bit. Mac	436
								1917	2.50	Bit. Mac	
Tr	3	Tr	3	Sc., water		0.996	12,520				437
Grv. 6″, Li. 4″	10	Li	2	Sc., water		1.189	13,568	1917	4.22	3″Bit. Mac	438
Li	4	Li	2	Sc., water		0.876	10,633				
Sst	3	Sst	3	Sc., water		0.619	13,000	1917	2.56	3″Bit. Mac	439

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
440	Jeff	5.39	.....	$55,500 00	$55,500 00	11/19/08	100	1/15/10	5.39	12	24	37,965
441	Saratoga	8.32	.....	68,700 00	34,350 00	8/31/06	100	10/ 9/08	8.32	14	24, 26	68,184
442	Saratoga	6.14	.....	44,445 50	26,667 30	9/19/07	100	12/10/09	6.14	12	26	43,200
443	Saratoga	6.26	.....	57,126 00	29,283 42	9/20/07	100	11/ 5/08	0.15	14	30	1,244
									6.11	14, 16	24-30	51,696
444	Broome	1.14	.....	10,760 66	5,380 33	11/18/08	1 00	9/18/09	1.14	16	28	10,701
445	Broome	2.71	.....	34,220 00	19,163 20	12/20/07	100	11/26/08	2.71	12	22-26	19,047
446	Cort	1.35	.....	10,892 31	5,446 16	7/10/06	100	10/11/07	1.35	16	28	12,702
447	Orange	5.86	.....	114,217 61	57,108 81	6/11/12	100	12/30/13	5.86	14	24	48,672
448	Orange	3.63	.....	35,459.08	17,729.54	10/29/15	100	1/ 7/18	3.63	14	26	29,370
449	Orange	.....	3.17	30,200 00	.....	11/ 1/15	66	.....	3.17	14	24-26	26,063
450	Oswego	1.92	.....	24,144 37	12,796 52	9/20/07	100	12/—/09	1.92	12-16	26	15,602
451	Oswego	1.30	.....	15,293 60	8,105 61	1/14/08	100	6/30/10	1.30	12	24	9,134
452	Onon	3.53	.....	38,810 97	19,405 49	7/ 9/06	100	8/26/10	3.53	16	26	33,516
453	Dutch	4.00	.....	48,260 00	24,130 00	7/10/06	100	10/29/08	4.00	16	26-32	37,512
454	Tomp	3.64	.....	37,485 50	18,742 75	8/30/06	100	6/—/08	3.64	16	24-28	34,132
455	Tomp	0.34	.....	4,130 30	2,065 15	8/30/06	100	11/ 1/08	0.34	12	28	2,484
456	Herk	5.35	.....	56,389 35	28,194 67	7/19/06	100	11/16/08	5.12	16, 21	26	48,214
									0.23	16	26	2,122
457	Herk	5.27	.....	65,700 00	32,850 00	7/ 9/06	100	12/14/08	5.27	16	26	49,504
458	Herk	3.69	.....	37,425 00	18,712 50	7/10/06	100	11/ 5/08	3.69	16	26	34,637
459	Herk	5.50	.....	62,200 00	31,100 00	7/ 9/06	100	10/ 6/08	5.50	16	26	51,630
460	Herk	6.30	.....	92,031 00	46,015 50	7/10/06	100	12/ 2/08	6.30	12, 16	24	50,880
461	Herk	5.96	.....	74,900 00	44,298 33	10/22/08	100	11/ 2/08	5.96	14-16	24, 30	49,156
462	Herk	9.91	.....	182,665 80	100,451 24	12/ 2/07	100	1/ 8/13	8.45	12	32	59,478
									1.46	12	32	10,262
463	Herk	5.39	.....	69,283 36	39,934 72	12/ 3/08	100	1/28/12	5.39	14	24	44,246
464	Herk	5.46	.....	52,579 78	34,702 71	11/12/08	100	12/14/10	5.46	14	24, 30	46,224
465	Herk	5.42	.....	54,409 57	35,910 32	4/25/11	100	10/11/12	5.42	14	28	44,440
									0.54	14	24-26	4,403
									3.94	14	24-26	32,384
466	Herk	5.49	.....	76,979 56	46,187 74	5/ 3/11	100	2/ 3/14	0.45	14	24-26	3,681
									0.17	14	24-26	1,431
									0.39	16	28	3,683
†467	Herk	6.92	.....	98,100 14	62,758 78	4/24/12	100	1/ 4/14	4.70	14-16	28-32	39,551
									2.22	16	28-32	20,848
468	Herk	.....	5.55	59,600 00	30,547 00	7/29/14	87	.....	5.55	16	28	52,051
*469	Herk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*470	Herk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
§471	Herk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
472	Herk	6.15	.....	69,263 97	45,186 68	10/20/14	100	7/26/16	6.15	14	26	50,468
										8	.....	2,995
*473	Herk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
474	Monroe	1.95	.....	18,600 00	9,300 00	11/26/07	100	11/18/08	1.95	16	32	18,304
475	Niagara	2.42	.....	30,500 00	15,250 00	9/ 8/06	100	1/—/08	2.42	16	26	23,256
476	Clinton	5.38	.....	57,150 00	28,785 00	8/31/06	100	7/18/08	5.38	14-22	24	45,600
477	Renss	6.43	.....	53,950 00	26,975 00	11/18/07	100	11/10/08	6.43	14	24	20,554
										14	26	36,770
478	Renss	3.21	.....	30,320 00	15,160 00	11/18/07	100	11/28/08	0.13	14	28-30	1,036
									3.08	14	28-30	25,317
479	Monroe	0.27	.....	3,700 00	1,850 00	11/26/07	100	6/12/08	0.13	16	22-28	1,244
									0.14	16	22-28	1,321
480	Monroe	3.02	.....	35,248 40	17,624 20	11/12/08	100	11/29/09	3.02	16	24-30	28,361
481	Monroe	0.99	.....	14,400 00	7,200 00	11/12/08	100	8/15/09	0.99	16	22	9,308
482	Livings	2.23	.....	25,000 00	12,500 00	7/11/06	100	11/ 8/07	2.23	16	32	21,348
483	Tomp	4.44	.....	45,171 43	26,428 37	8/30/06	100	1/18/10	4.44	†12-16	22, 26	35,418
484	Ontario	6.79	.....	48,875 43	24,437 74	7/ 9/06	100	8/28/07	6.79	12	22, 32	49,560
485	Ontario	3.76	.....	32,300 00	16,150 00	1/20/08	100	10/28/08	3.76	12	26, 32	26,379
486	Onon	3.37	.....	36,485 00	18,242 50	11/10/06	100	12/13/08	3.37	12-16	26, 30	25,200
487	Onon	3.66	.....	41,673 66	20,836 83	11/10/06	100	11/ 2/08	3.66	12-16	24-32	30,650
488	Onon	2.02	.....	17,760 85	8,880 43	10/18/07	100	7/20/09	2.02	12	28	14,266

*See list by counties. §See Hy. No. 830. †Changed from original plans.

898 TO DECEMBER 31, 1917—(*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-20′ highway	Year resurfaced	Miles	Type	Highway No.
Sub	8	Gn †	3	Asp. (10)		0.980	12,730				440
Lo. St	3	Lo. St	3	Sc., water		0.687	9,070	1913 1914 1915	2.66 3.16 2.50	Bit. Mac Bit. Mac Bit. Mac	441
App. St	4	Tr	2	Sc., water	HO. (?)†	0.656	8,110			Oiled	442
		Tr	3	Sc., water		0.448	6,795	1915	2.48	Bit. Mac	443
App. St	3	Tr	3	Sc., water		0.723	9,380				
Lo. St	4	Tr. or Sy	2	Sc., water		0.668	9,440				444
Lo. St	4	Tr	2	Sc., water		0.811	14,690				445
Lo. St	4	Li	2	Sc., water		0.601	8,070				446
Dol	3	Dol	3	Asp. (7)		0.782	20,330				447
Sub	6	Sst	3	Asp. (11)		0.657	10,540				448
Sub	6	App. St	3	Sc., water	T. (?)	0.550	10,200				449
Li	4	Li	2	Sc., water		0.808	13,665				450
Li	4	Tr	2	Sc., water		0.857	13,925	1914	1.31	Bit. Mac	451
Li	4	Li	2	Sc., water		0.707	11,025			Oiled	452
Lo. St	3	Tr	3	Sc., water		0.732	11,040			Oiled	453
Lo. St	4	Li	2	Sc., water		0.603	10,200	1915	3.04	Bit. Mac	454
Lo. St	4	Li	2	Sc., water		0.722	13,650			Oiled	455
Gn	3	Gn	3	Sc., water		0.627	10,685			Oiled	456
Gn	4	Gn	2	Sc., water		0.608	10,505				
Lo. St	3	Lo. St	3	Sc., water		0.727	12,460	1913	2.76 1.44	Bit. Mac Bit. Mac	457
Lo. St	3	Tr	3	Sc., water		0.603	10,140	1912 1913	0.32 1.30	Bit. Mac Bit. Mac	458
Lo. St	3	Tr	3	Sc., water	Oil	0.815	11,340	*1914	5.50	Bit. Mac*	459
Lo. St	3	Lo. St	3	Sc., water		0.610	15,420			Oiled	460
Dol	3	Tr	3	Sc., water		0.646	13,560			Oiled	461
Lo. St	3	Gn	3	Sc., water		0.753	18,425	1915	8.79	WB. 4′ x 6″	462
Lo. St	3	Gn	3	Sc., water	HO. (10)	0.955	20,315	1917	9.91	2½″ B. M. 16′	
Gn	3	Sy., Gn	3	Sc., water	CO. (9)	0.672	13,900	1915	5.37	WB. oiled	463
Gn	3	Gn	3	Sc., water	CO	0.600	10,170			Oiled	464
Li	3	Li	3	Sc., water		0.599	10,515			Oiled	465
Fld	3½	Gn	3	Sc., water		0.624	14,630				
Fld	3	Gn	3	Sc., water		0.584	14,250				
Rock Fill		Gn	3	Sc., water		0.342	11,980			Oiled	466
Fld	4	Gn	3	Sc., water		0.664	15,000				
Fld	3	Gn	3	Asp. (2)		0.775	16,050				
Lo. St	3	Li	3	Ber. (1)	Trn. (1)	1.028	15,022				†467
Lo. St	3	Li	3	Asp. (4)	HO. (4)	0.895	13,775				
Sub	6	Lo. St	3	Sc., water		0.772	10,740				468
											*469
											*470
											§471
Sub	6	Sst	3	Asp. (10) (11)		0.778	12,030				472
(Shoulders)		Grv	3			0.125					
											*473
Lo. St	3	Li	3	Sc., water	CO. †	0.571	9,540				474
Li	3	Li	3	Sc., water		0.667	12,600	1916	2.22	2½″ Bit. Mac	475
Li	3	Li	3	Sc., water		0.625	11,246	1916	5.38	2½″ Bit. Mac	476
Tr. †	3	Tr. †	3			0.825	12,470				477
		Grv	5			0.179	6,410				
App. St	3	App. St	3	Sc., water		0.633	9,420	1917	3.21	3″ Bit. Mac	478
App. St	3	Li	3	Sc., water		0.717	10,204				
Li	5	Li	3	Sc., water		1.046	15,012				479
Li	3	Li	3	Sc., water		0 805	12,750				
Dol	3	Li	3	Rock Asp		0.941	11,560				480
Li	3	Li	3	Rock Asp		1.046	14,890				481
Li	3	Li	3	Sc., water		0.792	14,240	1917	2.23	2½′ Bit. Mac	482
Fld	4	Li	2	Sc., water		0.611	10,170	1916	1.82	2½ Bit Mac	483
Li. or Lo. St	3	Li.or Lo.St.	3	Sc., water		0.594	8,440	1913 1916	1.11 5.68	Bit. Mac WB. Mac	484
Lo. St	3	Li	3	Sc., water		0.716	9,992	1915	3.76	WB. Mac	485
Li	4	Li	2	Sc., water		0.892	12,530	1917	3.37	2½′ Bit. Mac	486
Li	3	Li	3	Sc., water		0.799	12,010	1917	3.66	3″ WB. Mac	487
Li	4	Li	2	Sc., water		0 683	10,250				488

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
489	Onon....	4.44	.....	$47,093 62	$24,827 76	11/12/08	100	11/20/09	4.44	12–16	24–30	31,668
490	Renss...	6.36	.....	26,925 00	13,462 50	11/26/07	100	11/ 2/08	6.36	16	22, 24	59,699
†491	Monroe.	1.01	.....	9,705 78	4,852 89	11/12/08	100	11/22/09	1.01	14	32	8,235
492	Monroe.	5.75	.....	46,454 02	23,227 01	4/ 9/10	100	1/23/12	5.75	16	32	53,954
493	Monroe.	5.71	.....	53,826 02	26,913 01	11/12/08	100	12/1/09	5.55	14	32	46,476
									0.16	14	32	1,344
493A	Monroe.	0.48	.....	10,600 00	5,300 00	4/25/12	100	11/ 3/12	0.48	14, 16	22, 32	4,031
494	Monroe.	4.43	.....	49,330 43	24,665 21	4/ 7/10	100	9/12/11	4.43	16	32	41,583
495	Monroe.	6.15	.....	56,283 57	28,141 78	5/ 1/11	100	1/ 8/13	5.13	16	32	48,194
									1.02	16	32	9,573
495A	Monroe.	0.24	.....	10,743 61	4,483 09	5/22/14	100	10/ 4/14	0.24	16–40	40	3,748
*496	Monroe.	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
497	Monroe.	2.67	.....	19,331 73	9,665 85	5/ 1/11	100	3/13/12	2.67	10–12	24	16,560
*498	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
499	Orange..	.....	9.18	122,500 00	72,590 00	6/12/16	11	.....	4.67	12–16	26–28	42,777
									1.48	16	26–28	13,959
									3.03	12–16	26–28	28,246
*500	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
*501	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
502	Monroe.	5.19	.....	57,770 44	28,885 22	5/ 1/11	100	9/ 4/12	5.19	14–16	26–44	42,696
503	West....	7.31	.....	94,500 00	47,250 00	10/16/07	100	12/11/08	7.31	16–22	26, 32	89,256
504	Renss...	1.69	.....	18,583 23	9,291 62	11/12/08	100	6/10/10	1.69	16	26	15,888
505	Chen...	4.59	.....	45,448 00	22,724 00	11/10/06	100	6/15/08	4.59	12–16	22, 25	35,109
506	Madison.	2.18	.....	21,700 00	10,850 00	7/ 6/06	100	12/10/07	2.18	12	20–30	15,534
507	Niagara.	4.67	.....	45,600 00	22,800 00	7/ 9/06	100	7/ 5/08	4.67	16	32–40	43,815
508	Albany..	4.44	.....	37,625 00	18,812 50	9/20/07	100	10/ 5/08	4.44	14–20	26–32	37,440
509	Oswego..	5.40	.....	49,495 70	24,747 85	7/ 6/06	100	11/20/07	5.40	16	22–26	51,336
510	Cort....	4.17	.....	27,866 00	13,933 00	7/10/06	100	10/20/08	4.17	12	26	29,556
511	Mont...	3.81	.....	38,304 85	20,822 25	7/20/15	100	12/18/16	3.81	14	26	31,256
512	Mont...	4.56	.....	42,514 92	22,688 52	11/12/15	100	.....	4.56	14	24	37,556
513	Mont...	.....	2.49	25,100 00	13,416 00	10/31/16	55	.....	2.49	12	24	17,566
*514	Mont...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
515	Mont...	.....	1.61	20,600 00	13,390 00	11/ 2/16	25	.....	1.61	14	26	13,260
*516	Mont...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
*517	Mont...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
*518	Mont...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
519	West....	3.91	.....	42,470 00	21,235 00	9/20/07	100	11/—/08	3.91	14	26	31,944
520	West....	3.55	.....	37,750 00	18,875 00	9/20/07	100	9/18/08	3.55	14	26	29,148
									7.86	12	26	55,327
521	St. Law.	8.62	.....	86,407 12	54,069 60	9/20/07	100	7/14/10	0.04	12	26	267
									0.29	12	26	2,067
									0.22	12	26	1,566
									0.21	12	26	1,433
522	Erie....	4.74	.....	39,112 89	19,556 44	6/30/06	100	9/17/07	4.74	12	22, 32	33,370
523	Erie....	8.86	.....	113,979 27	58,950 19	7/ 9/06	100	1 / 2/10	8.86	16	22–38	83,166
524	Erie....	5.42	.....	70,300 00	36,556 00	9/17/07	100	11/18/08	5.42	16–32	32	53,861
525	Erie....	3.27	.....	38,400 00	20,352 00	9/20/07	100	11/29/08	3.27	16	22,32	30,690
525A	Erie....	0.59	.....	6,083 80	3,224 41	5/28/10	100	12/ 1/10	0.59	16	32	5,538
525B	Erie....	0.28	.....	4,487 73	2,917 03	6/17/16	100	10/27/16	0.28	16	28	2,610
526	Erie....	3.96	.....	56,569 75	29,981 97	9/20/07	100	5/27/10	0.40	12	32	2,832
									3.56	16	32	35,077
527	Erie....	9.47	.....	105,977 34	59,627 10	9/20/07	100	8/20/10	9.47	16	22, 32	88,892
528	Erie....	7.34	.....	101,318 41	51,672 39	9/20/07	100	11/17/10	7.34	16	24, 32	69,600
529	Erie....	6.02	.....	47,800 00	24,684 49	9/20/07	100	1/—/09	6.02	12–16	32	49,146
530	Erie....	1.81	.....	14,000 00	7,000 00	9/20/07	100	11/—/08	1.81	16	32	16,990
531	Erie....	2.59	.....	19,100 00	9,550 00	12/18/07	100	12/—/08	2.59	14	24–36	21,206
532	Erie....	1.87	.....	11,000 00	5,500 00	12/18/07	100	12/—/08	1.87	12	26–32	13,165
533	Clinton.	6.31	.....	58,250 00	44,270 00	9/19/07	100	9/15/08	6.31	14	28	54,350

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-26′ highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	4	Li.	2	Asp. (10)		0.786	12,290	1914	2.14	Bit. Mac.	489
								1914	2.30	Oiled	
		Grv.	5½			0.181	4,230	1915	1.43	Bit. Mac.	490
Lo. St.	5	Grn.	3	Sc., water		0.647	9,600			Oiled	†491
Dol.	3½	Li.	3	Sc., water		0.446	7,760				492
Lo.	3	Li.	3	Sc., water		0.604	10,000			Oiled	493
Lo.	3	Li.	3	Sc., water	Asp. (10)	0.734	11,220				
		Gn.	5	Roo Mac.		0.871	22,950			Oiled	493A
Li.	4	Li.	†2½	Asp. (10)		0.870	10,930			Oiled	494
Li.	3	Dol.	3	Asp. (10)		0.628	8,855			Oiled	495
Sub.	6	Dol.	3	Asp. (10)		0.646	9,024			Oiled	
S Con.	5	Brick	4			2.094	29,888				495A
											*496
Grn.	4	Grn.	3	Sc., water		0.569	9,050			Oiled	497
										Oiled	*498
Sub.	6	App. St.	3	Asp.		0.781	12,600				
Sub. 6, App.St.2	8	App. St.	3	Asp.		1.064	15,260				499
App. St.	5	App. St.	3	Asp.		0.927	13,970				
											*500
											*501
Fld.	6	Grn.	3	Asp. (10)		0.729	11,980			Oiled	502
								1915	4.02	Asp. Blk. 16′.	
Gn.	3	Tr.	3	Sc., water	Oil †	0.719	10,940	1915	0.35	Brick 16′.	503
								1915	1.25	Bit. Mac. 16′.	
								1917	1.70	F. Con.	
Sst.	3	Tr.	3	Sc., water	CO.	0.609	11,000			Oiled	504
Li.	4	Li.	2	Sc., water		0.686	15,945	1912	1.63	WB. Mac.	505
								1914	2.97	Bit. Mac.	
Li.	4	Li.	2	Sc., water		0.522	11,260			Oiled	506
Li.	5	Li.	3	Sc., water		0.636	9,242	1917	3.75	F. Con.	507
Tr.	4	Lo. St.	2	Sc., water		0.632	8,916	1914	1.48	F. Con.	508
								1917	1.95	F. Con.	
Lo. St.	4	Lo. St.	2	Sc., water		0.608	9,170	1914	4.32	Bit. Mac.	509
Sst.	4	Li.	2	Sc., water		0.639	8,150	1914	4.17	Bit. Mac.	510
Sub.	6	Lo. St.	3	Sc., water	Ca. Cl.	0.568	10,695				511
Sub.	6	Li.	3	Sc., water	T. (17)	0.481	10,045				512
Sub.	6	Gn., Li.	3	Sc., water	T.	0.708	11,815				513
											*514
Sub.	6	App. St.	3	Sc., water	CT.	0.697					515
											*516
											*517
											*518
Grn.	3	Grn.	3	Sc., water		0.583	11,580	1914	0.83	WB. Oiled	519
App. St.	3	App. St.	3	Sc., water	Oil	0.518	11,250			Oiled	520
Lo. St.	4	Lo. St.	†3	Sc., water		0.667	11,480				
Lo. St.	4	Lo. St.	2	Sc., water		0.574	10,610				
Lo. St.	†6	Lo. St.	2	So., water		0.768	12,430	1916	0.60	2″ Bit. Mac.	521
Lo. St.	†7	Lo. St.	2	So., water		0.866	13,350				
Lo. St.	†7	Lo. St.	†3	So., water		0.958	14,210				
Li.	†5	Li.	3	Sc., water		0.812	10,410			Oiled	522
Li.	5	Li.	3	Sc., water		0.880	12,700	1914	0.72	Brick	523
								1915	8.13	Oiled	
Li.	5	Li.	3	Sc., water		0.994	12,320	1917	4.16	2″ Bit. Mac.	524
Li.	3	Li.	3	Sc., water		0.788	11,320	1917	1.40	2″ Bit. Mac.	525
Li.	3½	Li.	3	Sc., water		0.838	10,312			Oiled	525A
St.	5	Li.	3	Sc., water		1.028	15,880				525B
Li.	3	Li.	3	Sc., water		0.946	12,050			Oiled	526
Li.	5	Li.	3	Sc., water		1.215	14,575			Oiled	
Li.	5	Li.	3	Sc., water		0.888	11,020			Oiled	527
Li.	5	Li.	3	Sc., water		0.939	13,480			Oiled	528
Li.	3	Li.	3	Sc., water	Grv.	0.681	8,640	1916	3.55	3′ Bit. Mac.	529
								1917	2.47	3″ Bit. Mac.	
Li.	3	Li.	3	Sc., water		0.615	7,480			Oiled	530
Li.	3	Li.	3	Sc., water		0.687	8,040			Oiled	531
Li.	3	Li.	3	Sc., water		0.601	7,160			Oiled	532
Li.	3	Li.	3	Sc., water		0.624	9,590	1915	1.97	Bit. Mac.	533
								1917	4.34	2″ Bit. Mac.	

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
534	Dutch..	3.65	.....	$34,344 54	$17,172 27	7/ 9/06	100	9/16/07	3.65	14	22-30	29,964
535	Cort....	2.70	.....	22,496 50	13,912 74	9/20/07	100	9/ 9/09	2.70	12	26	19,352
536	Renss...	5.15	.....	61,027 96	30,513 98	11/12/08	100	1/20/11	5.15	16	26-30	48,281
537	Dutch...	4.83	.....	42,000 00	21,000 00	7/ 7/06	100	2/ 8/08	4.83	14	24, 26	39,703
†538	Monroe.	5.66	.....	103,590 68	54,133 94	5/ 5/11	100	1/ 8/13	5.66	14–15	28–44	49,381
539	Oswego..	2.09	.....	18,316 95	11,173 33	12/ 4/07	100	8/24/08	2.09	12	26	14,926
										8	.....	9,952
540	Colum..	4.32	.....	23,450 00	11,725 00	7/ 6/06	100	7/—/08	4.32	16	20, 24	33,819
										14	20, 24	5,892
541	Fulton .	6.73	.....	63,580 04	37,208 32	1/30/08	100	11/—/09	6.73	16	26	63,191
542	Fulton..	2.68	.....	42,179 65	24,868 73	4/ 9/10	100	7/—/11	2.68	14	24, 32	22,000
543	Fulton..	6.35	.....	49,653 62	29,180 46	11/17/08	100	12/—/09	6.35	12–30	24–30	53,557
										4	.....	560
544	Fulton..	5.77	.....	71,111 93	41,477 81	4/28/11	100	1/ 8/13	5.77	14	24, 28	47,391
545	Nassau..	3.22	.....	39,250 00	19,625 00	9/ 5/07	100	7/—/08	3.22	16	32, 26	32,388
†546	Nassau..	6.03	.....	57,516 15	28,758 07	1/27/08	100	11/—/08	6.03	14	28	49,938
†547	Nassau..	6.43	.....	91,366 63	45,683 32	11/12/08	100	11/22/10	6.43	16	28	61.104
									1.87	16	28	17,525
†548	Nassau..	4.74	.....	72,839 91	36,419 96	2/19/10	100	12/29/10	1.20	16	28–32	11,255
									1.67	16	28–32	15,640
549	Dutch...	6.92	.....	66,039 33	32,719 65	7/ 5/06	100	12/14/08	6.92	14–20	26-30	64,195
550	Dutch..	1.99	.....	17,141 18	8,570 59	8/28/06	100	9/—/07	1.99	14	26	16,344
551	Dutch..	2.91	.....	26,241 77	13,120 88	7/10/08	100	12/30/07	2.91	14	26	23,901
552	Dutch..	5.54	.....	57,268 00	28,634 00	9/20/07	100	12/ 4/08	5.54	16	24, 28	52,000
553	Onon...	2.33	.....	18,020 85	9,010 42	11/12/08	100	11/29/09	2.33	12	22, 28	16,848
554	Onon...	4.91	.....	46,006 47	25,763 62	11/12/08	100	6/28/10	4.91	12	28-30	35,019
555	Onon...	7.70	.....	95,867 77	47,933 88	4/ 7/10	100	12/30/11	7.70	14	26-28	63,253
556	Onon...	3.22	.....	35,109 95	17,554 97	3/30/11	100	12/18/11	3.22	10	24	18,892
										4	.....	7,544
557	Onon...	6.19	.....	73,663 55	43,461 49	3/25/11	100	11/ 6/12	2.91	10	24	17,047
									.....	4	.....	1,467
									3.28	14	24	26,960
*558	Onon...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
559	Oneida..	9.06	.....	99,122 88	57,022 07	9/19/07	100	10/12/08	8.93	16	26–32	83,897
									0.13	20	30	1,511
560	Oneida..	2.42	.....	23,804 38	11,902 19	9/19/07	100	7/—/08	2.42	16	30, 32	22,681
561	Oneida..	4.43	.....	62,900 00	37,740 00	1/29/08	100	11/ 1/08	4.43	†16	24–30	41,337
†562	Oneida..	3.87	.....	60,339 17	30,169 59	1/19/08	100	1/ 4/10	3.87	16–20	26–32	39,295
†563	Oneida..	5.11	.....	57,166 91	28,583 46	3/ 4/08	100	6/ 4/10	5.11	16	24–32	47,866
									2.99	16	32–30	28,070
†564	Oneida..	4.99	.....	60,569 62	30,284 81	11/13/08	100	1/ 6/10	1.38	16	32–30	12,978
									0.62	16	32–30	5,813
565	Jeff.....	7.34	.....	96,061 33	48,991 28	2/14/10	100	6/17/11	6.53	16	32	61,310
									0.81	16	32	7,620
566	Albany..	7.15	.....	68,512 00	41,107 20	12/ 3/07	100	11/ 7/08	7.15	12–16	24, 26	50,320
567	Dutch..	4.68	.....	44,000 00	22,000 00	9/ 5/07	100	9/ 8/08	4.68	14–16	26, 30	41,026
568	Dutch..	4.40	.....	45,700 00	22,850 00	12/ 3/07	100	11/16/08	4.40	†16	30	41,232
569	Putnam.	5.90	.....	51,300 00	25,650 00	7/11/06	100	1/16/08	4.81	14, 16	26, 28	40,730
									1.09	16	26, 28	10,343
570	Putnam.	5.02	.....	70,834 09	39,061 45	9/20/07	100	10 13/09	1.33	14–33	33–26	9,272
			.....						3.69	14	20–26	33,800
†571	Renss...	2.61	.....	31,641 18	15,820 59	11/13/08	100	12/—/10	2.61	14	26	21,480
									0.13	22–40	22–40	3,200
									0.58	16	22–40	5,517
572	Ulster...	5.92	.....	82,103 74	43,402 42	5/12/14	100	9/ 1/15	1.36	16	22–40	12,902
									1.49	14	22–40	12,361
									2.36	14	22–40	19,460
573	Monroe.	6.32	.....	77,185 35	38,592 67	5/ 1/11	100	10/10/12	4.14	14	24	34,294
									2.18	14	24	17,920
573A	Monroe.	0.11	.....	2,045 85	1,329 80	9/25/16	100	5/23/17	0.11	16	24	1,049
†574	Monroe.	4.71	.....	103,807 03	51,903 52	4/24/12	100	10/24/13	0.07	16	28	644
									4.64	16	28	43,883

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–26′ highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	3	Lo. St.	3	Sc., water		0.620	9,940			Oiled	534
Li.	4	Li.	2	Sc., water		0.705	9,900	1916	2.70	2½″ Bit. Mac.	535
Sst.	3	Sst.	3	Sc., water	Oil	0.705	11,850	1915	1.35	Bit. Mac.	536
								1917	3.80	Bit. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.632	9,410	1916	1.19	3″ Bit. Mac.	537
Grv. Con.	3½–5	St.	1½	Asp. (5) MM.		1.578	18,590	1917	3.003	Bit. Mac.	†538
Grv.	5	Grv.	3½	Sc., water		0.555	8,860	1915	2.09	Bit. Mac.	539
(Shoulder)		Grv.	3½	Sc., water		0.242					
		Grv.	5			0.140	5,500				540
		Grv.	4			0.105	5,180				
Fld.	3	Fld.	3	Sc., water	Oil (10)	0.538	9,360	1917	6.79	Bit. Mac.	541
Sst.	4	Gn.	2	Asp. (10)		0.755	16,945			Oiled	542
Gn.	3	Gn.	3	Sc., water		0.504	7,730			Oiled	543
(Shoulders)		Gn.	3	Sc., water		0.209					
Gn.	6	Dol.	3	Ber. (1)	HO. (10)	0.910	12,320			Oiled	544
Tr.	3	Tr.	3	Sc., water		0.883	11,600			Oiled	545
App. St.	3	Tr.	3	Sc., water	Oil	0.894	10,520			Oiled	†546
Tr.	3	Tr.	3	Asp. (10)		1.126	14,210	1916	1.19	3″ Bit. Mac.	†547
								1917	0.63	3″ Bit. Mac.	
App. St.	4	Tr.	†3	Asp. (10)		1.306	16,150				
App. St.	4	Tr.	†2½	Asp. (10)		1.206	15,210				†548
App. St.	4	Tr.	2	Asp. (10)		1.106	14,270				
								1915	0.85	Bit. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.629	9,445	1915	4.12	Bit. Mac.	549
								1912	0.25	Hassam	
Lo. St. 3, 1½	4½	Lo. St.	¾	Sc., water		0.620	9,333				550
Lo. St.	3	Lo. St.	3	Sc., water		0.750	9,890	1917	4.22	3″ Bit. Mac.	551
Sst.	3	Sst.	3	Sc., water		0.500	10,340			Oiled	552
Grv.	6	Li.	3	Sc., water	Asp. (10)	0.522	8,860			Oiled	553
Sst.	4	Li.	2	Sc., water	Oil	0.690	10,915			Oiled	554
Li.	4	Tr.	2	Asp. (10)		0.964	13,540			Oiled	555
Sub.	av6½	Li.	3	Asp. (10)		0.918	12,800			Oiled	556
(Shoulders)		Li.	3	Asp. (10)		0.571					
Sub.	6½	Li.	3	Asp. (10)		0.939	13,500				
(Shoulders)		Li.	3	Asp. (10)		0.577				Oiled	557
Sub.	Var.	Li.	3	Asp. (10)		0.917	13,300				
											*558
Li.	4	Sy.	2	Sc., water		0.750	10,470			Oiled	559
		Grv.	6	Water		0.535	8,450				
Lo. St.	4	Sy.	2	Sc., water		0.722	9,785			Oiled	560
Li.	3	Sy.	3	Sc., water		0.764	13,760			Oiled	561
Qrz.	3	Sy.	3	Asp. (10)		1.018	14,720			Oiled	†562
Qrz.	3	Sy.	3	Sc., water		0.694	11,365			Oiled	†563
Li.	4	Sy. Tr.	2	Asp. (10)		0.914	11,485				
Grv. 6, Li. 4	10	Sy. Tr.	2	Asp. (10)		1.214	14,305				†564
		Sy. Tr.	2	Asp. (10)		0.575	8,305				
Li.	4	Li.	3	Asp. (10)		0.875	12,500				565
Li.	4	Li.	4	Asp. (10)		1.007	13,740				
Li.	3	Li.	3	Sc., water		0.724	11,465	1915	5.18	W. B. Mac.	566
								1917	1.97	3″ Bit. Mac.	
Dol.	4	Tr.	3	Sc., water		0.620	9,670			Oiled	567
Li.	3	Li.	3	Sc., water		0.608	9,830	1917	2.20	3″ Bit. Mac.	568
App. St. 3, 2	5	App. St.	1	Sc., water		0.591	8,920	1914	4.91	Bit. Mac.	569
App. St. 3, 2	5	App. St.	2	Sc., water		0.703	9,930	1917	0.99	3″ Bit. Mac.	
Qrz.	3	Qrz.	3	Sc., water		0.508	14,690	1912	4.39	Bit. Mac.	570
Qrz.	3	Qrz.	3	Sc., water	CO.	0.552	15,100	1915	0.63	Bit. Mac.	
Sst.	3	Sst.	3	Asp. (1)		0.896	13,160				†571
S. Con. (2)(8)	5	Br.	4			2.783	31,090				
Fld. 8, App. St. 2	10	App. St.	3	Asp. (10)		1.161	15,820				
App. St.	5	App. St.	3	Asp. (10)		1.055	14,820				572
Fld. 8, App. St. 2	10	App. St.	3	Sc., water		0.792	12,350				
App. St.	5	App. St.	3	Sc., water		0.636	11,360				
†G. Con. (2)(16)	5				T., HO.	0.860	13,800				573
Grv.	3	Grv. & Sc.	3	Asp. (1)		0.706	12,360				
Li.	5	Li.	3	Sc., water		0.896	19,220				573A
S. Con. (16)(3)	5	Med. Blk.	7			2.950	32,420				†574
.Con. (16)(3)	5	St.	1½	Asp. (5) MM.		1.869	22,190				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
574A	Monroe.	6.69	.....	$94,139 90	$52,104 99	5/14/14	100	1/ 4/15	6.30	16, 32	28, 32	59,095
									0.39	32, 44	32, 44	8,778
575	Monroe.	4.08	.....	42,494 39	21,247 19	4/25/12	100	10/24/12	0.15	16	26	1,422
									3.93	16, 12	26	29,480
*576	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
577	Schenec.	7.06	.....	56,704 50	28,352 25	7/ 9/06	100	7/12/07	5.16	14	26-30	42,420
									1.90	14	26-30	15,604
*578	Orleans.	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
579	Orleans.	4.63	.....	47,245 79	24,095 35	6/12/12	100	1/22/14	4.63	14-16	26, 30	38,655
580	Orleans..	2.86	.....	44,848 35	27,801 43	6/12/15	100	5/ 1/17	2.12	12-16	32	16,277
									0.74	16	32	6,952
581	Orleans..	7.46	.....	71,800 04	42,698 81	6/ 9/15	100	7/31/17	7.39	14-20	30-32	67,345
									0.06	16	32	560
582	Orleans..	2.46	.....	25,005 20	12,502 60	6/18/15	100	10/ 3/16	2.46	12, 16	32	17,563
									.....	2-4	.....	5,559
†583	Renss...	3.40	.....	35,777 67	24,350 00	3/ 2/10	100	12/26/11	3.40	14	24, 26	27,450
584	Erie....	7.96	.....	87,700 00	43,850 00	5/ 7/08	100	12/ 1/08	7.96	12	26-30	56,039
†585	Putnam.	4.25	.....	56,092 93	23,046 46	11/13/08	100	12/16/09	4.25	14	24-30	34,764
586	Genesee.	5.58	.....	46,815 00	23,407 50	6/30/06	100	9/—/08	5.58	16	32	52,992
587	West....	4.39	.....	43,420 64	21,710 32	11/26/07	100	11/—/08	4.39	12	24	31,116
588	Monroe	1.04	.....	20,199 14	10,099 57	4/27/12	100	11/12/13	2.08	12	28	14,712
588	Orleans	1.04										
*589	Colum..	3.81	.....	28,200 00	14,100 00	9/ 1/06	100	10/—/08	3.81	14	26	31,248
590	Cayuga..	7.96	.....	75,496 62	37,748 31	11/10/06	100	11/18/08	7.96	12-16	24, 26	65,448
591	Cayuga..	10.95	.....	89,800 00	44,900 00	11/15/06	100	12/ 1/08	10.85	12	24-22	63,614
592	Cayuga..	5.57	.....	52,807 07	26,403 54	9/18/06	100	12/15/08	5.57	12-16	24, 26	46,706
†593	Rock....	5.82	.....	152,950 00	76,475 00	9/13/06	100	11/ 2/08	5.82	14	22	47,786
*594	Renss...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
595	Cort....	5.42	.....	44,586 24	25,860 03	12/ 4/07	100	9/ 2/09	5.42	12	30	38,155
*596	Chen....	3.42	.....	34,913 00	21,995 19	9/20/07	100	11/—/08	3.42	12	24	24,087
596A	Chen....	0.38	.....	4,632 18	2,949 77	4/17/10	100	9/21/10	0.38	12	26	2,655
597	Chen....	3.55	.....	35,517 56	23,138 95	10/22/07	100	10/15/08	3.55	12	24	25,074
598	Chen....	4.86	.....	57,714 00	39,264 00	12/14/07	100	11/16/08	4.99	10-12	20, 24	32,067
598A	Chen....	0.22	.....	5,933 47	4,248 27	4/ 9/10	100	7/22/11	0.22	12	26	1,563
*599	Chen....	6.44	.....	72,598 98	51,545 28	2/ 4/08	100	9/10/10	5.04	10-12	20, 24	34,870
									1.40	12	24	9,826
*600	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
601	Cattar..	3.09	.....	33,500 00	19,095 00	9/24/07	100	11/24/08	3.09	16-20	22-30	30,080
*602	Ulster...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
603	Ulster...	.....	10.24	122.300 00	65,635 00	10/29/15	74	.....	.....	14	26	84,124
604	Albany..	3.88	.....	46,891 16	23,445 57	11/13/08	100	2/ 5/10	3.88	16	32	36,420
*605	Orange..	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
606	Tomp....	2.12	.....	24,000 00	12,960 00	9/29/07	100	11/ 1/08	2.12	12	24	15,390
607	Ontario..	4.35	.....	28,700 00	14,350 00	12/18/07	100	11/ 1/08	4.35	12	26-32	30,590
608	Ontario..	2.21	.....	16,313 52	8,156 76	12/18/07	100	11/ 3/08	2.21	12	32	15,560
609	Dutch...	1.63	.....	16,115 04	8,057 52	12/ 3/07	100	12/—/08	1.63	†16	30	15,312
610	Saratoga.	7.41	.....	107,760 92	53,880 46	2/18/10	100	1/ 5/11	7.41	16	26	69,591
611	Saratoga	6.64	.....	85,535 58	42,747 79	5/28/10	100	1/23/12	6.64	16	26-32	62,352
†612	Dutch...	3.04	.....	40,524 11	20,262 06	11/13/08	100	1/30/10	3.04	16	24, 26	28,560
613	Greene..	5.60	.....	64,670 00	38,155 30	11/27/07	100	11/22/08	5.60	16, 14	26-30	46,578
614	Cayuga..	6.07	.....	57,680 42	28,840 21	9/20/07	100	6/13/10	6.07	12	26	42,803
615	Colum..	8.03	.....	61,822 00	35,856 76	9/ 5/07	100	10/12/08	8.03	14	28	65,736
616	Tomp....	8.66	.....	103,853 59	53,912 47	9/20/07	100	12/—/08	8.66	†14	24	72,184
617	Niagara.	4.80	.....	33,500 00	16,750 00	9/20/07	100	12/ 1/08	4.80	12	32	33,700
618	Fulton..	9.24	.....	111,531 65	69,011 54	10/17/14	100	1/ 4/16	9.24	12	24	65,040
619	Fulton..	2.11	.....	23,053 47	16,617 76	7/16/15	100	1/ 7/18	2.11	14-16	24-26	17,837

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	5	Lo. St.	3	Sc., water	T. (17)	0.849	11,330			Oiled	574A
S Con. (5)	5	Br. (14)	4			2.142	23,470				
		Gn.	5	Rocmac		0.772	11,210			Oiled	575
Sub	6	Gn.	3	Asp. (10)		0.770	11,190				
											*576
Li.	3	Li.	3	Sc., water		0.611	7,975			Oiled	577
Sub	†6	Li.	3	Sc., water		0.928	10,950				
											*578
S. Con. (1)	5				T (17) HO(3)	0.813	11,000				579
Sst.	6	Sst.	3	Asp. (11)		0.813	13,120				580
S. Con.	av. 5	Med. Blk.				2.226	26,385				
Li.	6	Li.	3	Sc., water	Ca. Cl.	0.753	10,480				581
Li.	3	Li.	3	Sc., water	Ca. Cl.	0.553	8,600				
Lo. St.	5	Lo. St.	3	Asp. (11)		0.798	10,620				582
(Shoulders)		Lo. St.	3	Asp. (11)		0.451					
Grv.	4	Grv.	3	Asp. (10)		0.561	11,260			Oiled	†583
Li.	5	Li.	4	Sc., water		0.975	13,300			Oiled	584
Li.	3	Li.	3	Asp. (10)		0.834	14,200			Oiled	†585
Li.	3	Li.	3	Sc., water		0.530	7,590	1916	1.04	Bit. Mac.	586
								1917	4.54	Oiled	
Grn.	3	Grn.	3	Sc., water		0.500	11,030			Oiled	587
Sub	6	App. St.	3	Asp. (3)		0.739	11,410			Oiled	588
Lo. St.	3	Li.	3	Sc., water		0.590	8,100	1916	2.80	2½" Bit. Mac.	*589
Li.	4	Li.	2	Sc., water		0.782	10,390	1915	7.96	Bit. Mac.	590
								1913	1.94	Bit. Mac.	
Li.	4	Li.	2	Sc., water		0.793	11,320	1916	6.15	2½"-3" Bit. Mac	591
								1917	2.76	2½"-3" Bit. Mac	
Li.	4	Li.	2	Sc., water		0.655	10,210	1914	3.26	Bit. Mac.	592
								1915	2.35	Bit. Mac.	
Lo. St.	3	Lo. St.	3	Sc., water		0.688	23,430			Oiled	†593
											*594
Li.	4	Li.	2	Sc., water		0.558	9,300	1914	5.43	Bit. Mac.	595
Sst.	4	Li.	2	Sc., water		0.692	11,955	1917	3.28	3" W. B. Oil	*596
Sst.	Av 8	Li.	av 2½	Sc., water		0.764	14,210	1917	0.38	3" W. B. Oil	596A
Lo. St.	4	Li.	2	Sc., water		0.725	11,690	1915	3.55	Bit. Mac. 3"	597
								1910	0.37	W. B. Mac.	
Sh.	4	Sst.	4	Sc., water		0.822	14,435	1912	1.00	Bit. Mac.	598
								1917	2.25	2½" Bit. Mac.	
Sh.	8	Sst.	2½	Sc., water		0.652	29,369	1912	0.22	Oiled	598A
Sh.	4	Li.	2	Sc., water		0.719	13,040			Oiled	599
Sh.	7	Li.	2	Sc., water		1.011	15,780				
											*600
								1910	1.02	WB. Mac.	
Grv.	4	Li.	4	Sc., water		0.861	10,510	1910	0.13	Bit. Mac.	601
								1917	1.71	3" Bit. Mac.	
											*602
Fld.	6	Sst.	3	Asp.		0.759	12,670				603
Sh.	3	Li.	3	Asp. (10)		0.909	12,080	1914	0.10	Bit. Mac.	604
											*605
Sh.	4	Li.	2	Sc., water		0.736	12,890			Oiled	606
Fld.	3	Li.	3	Sc., water		0.578	7,785	1914	4.35	Bit. Mac.	607
Lo. St.	3	Li.	3	Sc., water		0.661	8,345			Oiled	608
Li.	3	Li.	3	Sc., water		0.575	9,640				609
Qrz.	4	Li.	†3	Asp. (3) T(17)		0.982	14,820	1913	0.78	Bit. Mac.	610
								1914	0.57	Bit. Mac.	
Qrz.	4	Tr.	2	Asp. (10)		1.030	12,610			Oiled	611
Li.	3	Li.	3	Sc., water	Oil (10)	0.567	13,330			Oiled	†612
Li.	3	Li.	3	Sc., water	CO	0.553	11,690	1912	5.60	Bit. Mac.	613
								1915		Oiled	
								1914	2.00	Bit. Mac.	
Li.	4	Li.	2	Sc., water		0.909	11,450	1915	1.74	Bit. Mac.	614
								1917	2.76	Bit. Mac.	
Sst.	3	Sst.	3	Sc., water		0.521	8,330	1915	3.35	Bit. Mac.	615
Li.	4	Li.	2	Sc., water		0.766	12,790			Oiled	616
Li.	3	Li.	3	Sc., water		0.649	8,310			Oiled	617
Sub.	6	Gn.	3	Asp. (11)		0.816	14,240				618
Sub.	6	St.	3	Sc., water	T. (17)	0.620	13,980				619

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
620	Fulton	.....	5.13	$73,000 00	$43,330 57	7/11/16	....	.....	.....	14, 16	26, 30	42,446
621	Fulton	.....	2.90	36,800 00	18,400 00	10/28/16	14	.....	.....	14	24-26	23,806
622	Livings	5.17	.....	53,832 02	26,916 01	9/20/07	100	10/ 4/10	2.74	14	22, 32	22,493
									2.43	14	22, 32	19,952
623	Livings	6.97	.....	60,316 47	30,158 24	12/17/07	100	6/30/10	1.04	14	22, 32	8,514
									5.95	14	22, 32	48,816
624	Jeff	3.09	.....	38,434 34	19,217 17	2/18/10	100	9/ 9/11	3.09	14	26	25,368
625	Jeff	5.37	.....	65,200 70	34,556 37	3/28/11	100	11/14/12	5.37	14	28	44,100
626	Jeff	4.55	.....	54,308 73	27,154 36	3/21/11	100	1/19/12	4.55	14	28	37,357
627	Dutch	8.13	.....	75,971 29	40,264 79	11/13/09	100	7/ 7/10	7.88	14	26-30	64,725
									0.25	14	26	2,046
628	Dutch	4.66	.....	49,386 49	29,631 89	4/ 9/10	100	6/—/11	4.66	14	24	38,724
*629	Dutch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
630	Albany	2.24	.....	31,248 65	15,624 32	11/13/08	100	12/31/09	2.24	16	32	21,026
631	Renss	2.25	.....	30,564 45	15,272 23	2/19/10	100	6/17/11	1.10	†16	28	10,335
									1.15	†16	28	10,764
*632	Mont	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
633	Monroe	3.73	.....	49,506 45	24,107 26	5/13/12	100	10/24/13	3.73	12-16	24, 28	27,351
634	Monroe	3.43	.....	70,668 64	43,234 62	6/13/12	100	1/16/14	0.16	15	26	1,622
									3.27	15	26	28,716
635	Ontario	5.04	.....	46,575 74	23,287 87	11/13/08	100	1/ 1/10	4.90	12, 16	22-32	35,385
									0.14	12	28-32	933
636	Ontario	3.16	.....	25,900 00	12,950 00	11/13/08	100	1/ 1/10	3.16	†12-16	22-32	23,186
637	Ontario	5.30	.....	53,037 35	26,518 68	2/28/10	100	8/ 8/11	5.30	14	30	43,566
638	Ontario	1.01	.....	12,425 00	6,212 50	2/19/10	100	11/12/10	1.01	14-16	30-32	8,387
									4.14	25, 10	28, 30	24,245
639	Ontario	7.04	.....	90,756 48	45,378 24	3/28/11	100	12/30/11	2.90	10	24, 28	16,984
									.....	4	.....	10,142
									.....	4-6	.....	6,794
640	Schenec	3.96	.....	34,000 00	17,109 48	9/18/07	100	10/13/08	3.96	14-16	26-32	32,856
641	Schenec	4.70	.....	39,400 00	19,700 00	1/29/08	100	11/—/08	4.70	14	26	38,580
642	Erie	6.90	.....	93,496 92	46,748 46	11/13/08	100	1/18/11	0.99	16	26-32	34,010
									5.89	12	26-32	16,734
643	Niagara	4.42	.....	42,600 00	21,300 00	12/18/07	100	12/—/08	4.42	12	32, 24	32,124
644	Erie	0.73	.....	9,189 89	4,594 94	11/13/08	100	12/—/09	0.73	16	22, 28	6,852
645	Erie	4.62	.....	86,799 22	43,399 61	11/18/08	100	8/26/10	3.02	16-20	22-28	28,378
									1.60	16-20	22-28	14,988
646	Albany	4.12	.....	56,699 57	30,013 37	11/13/08	100	5/—/10	4.12	16	26	38,674
*647	Albany	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
648	Monroe	7.37	.....	83,099 64	44,309 77	5/15/14	100	1/10/16	7.34	16	28-32	68,919
									0.03	15	28	200
649	Colum	1.02	.....	15,040 00	7,520 00	12/18/07	100	6/20/08	1.02	16	28	9,720
650	Colum	5.65	.....	89,542 27	44,771 14	11/13/08	100	8/26/10	5.65	16-18	26, 28	57,278
651	Clinton	5.58	.....	58,900 00	41,819 00	12/ 4/07	100	10/27/08	5.58	14, 15	18-28	46,283
652	Clinton	3.24	.....	36,449 72	25,514 81	11/13/08	100	9/—/10	3.24	14	26	26,611
653	Oswego	5.06	.....	62,200 00	36,076 00	12/18/07	100	12/28/08	5.06	16	28	47,360
†654	Oswego	5.33	.....	75,159 53	44,344 12	11/13/08	100	8/ 1/10	5.33	14	20-24	43,802
655	Onon	1.78	.....	14,498 97	2,174 85	3/30/11	100	12/21/11	1.78	8	24	8,333
									.....	2	.....	2,083
656	Warren	2.12	.....	21,500 00	13,975 00	9/ 5/07	100	12/13/08	2.12	16	32	19,776
657	West	6.01	.....	78,200 00	39,100 00	11/26/07	100	11/—/08	6.01	16	28	56,608
658	Essex	3.64	.....	43,500 00	34,800 00	5/21/08	100	10/—/08	3.64	14	24, 26	29,897
659	Renss	5.09	.....	72,358 48	36,179 24	3/23/11	100	2/—/12	5.09	14	24, 26	42,234
660	Niagara	5.97	.....	70,301 63	35,150 82	12/18/07	100	8/30/10	1.88	12	26-32	13,200
									4.09	12	26-32	28,821
661	Oswego	3.58	.....	35,947 07	19,051 95	4/ 7/10	100	11/30/10	3.58	12, 14	26-28	28,174
662	Ontario	6.07	.....	49,898 55	32,421 06	6/29/14	100	11 /4/15	6.07	12-20	26-28	44,366
663	Chen	4.38	.....	57,755 70	42,224 39	11/13/08	100	12/ 6/10	4.38	14	22, 24	36,069
664	Chen	4.33	.....	45,919 51	33,521 24	4/ 7/10	100	8/—/11	4.33	14	24	35,564
665	Chen	5.13	.....	64,329 89	47,604 12	4/27/10	100	7/24/12	1.65	12-16	26	12,901
									3.48	12	26	24,463
666	Chen	4.86	.....	62,023 98	45,277 51	3/22/11	100	1/ 8/13	4.56	12	24	32,154
									0.30	16	28	2,832
667	Chen	2.33	.....	31,091 23	20,831 12	6/14/12	100	9/26/13	2.33	14	28	19,113

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–20' highway	Year resurfaced	Miles	Type	Highway No.
Sub	9	Gn. Li	3	Sc., water	T., Ca. Cl	0.765	12,180				620
Sub	6	App. St	3	Sc., water	CT	0.769	13,680				621
Li	3	Li	3	Sc., water		0.668	10,060			Oiled	622
Li	5	Li	3	Sc., water		0.854	11,810				
Li	5	Li	3	Sc., water		0.975	11,850			Oiled	623
Li	3	Li	3	Sc., water		0.789	10,110				
App. St	4	Sy., Grn	2	Asp. (10)		0.800	13,405				624
Gn	3	Gn	3	Asp. (10)		0.811	13,090	1914	1.25	Concrete	625
								1916	2.47	2" Bit. Mac	
App. St	3	Li	3	Asp. (10)		0.859	12,740			Oiled	626
Li	3	Li	3	Sc., water	†CO (18)	0.524	9,760				627
Li	3	Li	3	Asp. (18)		0.732	13,590				
Dol	3½	Dol	2½	Sc., water		0.479	11,135				628
											*629
Li	3	Li	3	Asp. (10)		0.938	13,340				630
Qrz	4	Qrz	2	Asp. (10)		0.853	12,975			Oiled	631
Qrz	4	Qrz	3	Asp. (10)		0.961	13,985				
											*632
Lo. St	3	Sst	3	Asp. (3)		0.919	14,620				633
S. Con. (10)	5	Br. (19)	4			2.214	26,460				634
S. Con. (10)	5	St	1½	Asp. ( ) MM		1.664	21,300				
Li	3	Li	3	Sc., water	Oil	0.830	10,980			Oiled	635
Li	5	Li	3	Sc., water	Oil	1.038	12,730				
Sst	3	Li	3	Sc., water		0.610	9,190			Oiled	636
Sub. 5, Li. 2	7	Li	2	Asp. (10)		0.853	11,210				637
Li	4	Li	2	Asp. (10) T. (17)		0.960	13,160			Oiled	638
Sub	7	Li	3	Asp. (3)		1.187	17,590				
Sub	7	App. St	3	Asp. (3)		0.937	15,250				
(Shoulders)		Li	3	Asp. (3)		0.780				Oiled	639
(Shoulders)		App. St	3	Asp. (3)		0.530					
Li	3	Li	3	Sc., water		0.583	9,230	1915	0.89	Bit. Mac	640
App. St	3	Li	3	Sc., water		0.541	9,020	1914	2.09	WB. Mac	641
								1915		Oiled	
Li	5	Li	3	Ro. Asp. (14)		1.259	15,090	1913	6.03	Ro. Asp	642
Li	5	Li	3	Ro. Asp. (14)	Oil	1.573	18,040				
Li	5	Li	3	Sc., water		0.860	11,320	1917	3.12	3" Bit Mac	643
Li	3	Li	3	Sc., water		0.707	12,590			Oiled	644
Li	5	Li	3	Ro. Asp. (14)	Ro. Asp	1.566	18,950	1913	4.62	Ro. Asp	645
Li	5	Li	2½	Ro. Asp. (14)	Ro. Asp	1.515	18,470				
Sst	3	Sst	3	Asp. (1)		0.853	13,760				646
											*647
Li	5	Li	3	Sc., water		0.717	11,120				648
Li	3	Li	3	Sc., water		0.561	9,660				
Dol	3	Tr	3	Sc., water		0.780	14,750	1917	0.19	F Con	649
Li	3	Li	3	Ber. (1)		0.973	15,020				650
Anor	3	Anor	3	Sc., water	Li. Sc	0.765	11,450	1914	5.58	Bit. Mac	651
								1916	0.43	2" Bit. Mac	
Sst	3	Sst	3	Asp. (10)		0.999	12,420				652
Lo. St	4	Sy. Li	2	Sc., water		0.777	12,210	1915	3.09	Bit. Mac	653
Sst	4	Sy	3	Asp. (2)		1.144	15,500			Oiled	†654
Sub	7	Li	3	Asp. (10)		0.981	13,925			Oiled	655
(Shoulders)		Li	3	Asp. (10)		0.603					
App. St	3	App. St	3	Sc., water		0.458	9,860	1913	1.32	Bit. Mac	656
Grn	3	Tr	3	Sc., water	Ou	0.645	13,010	1914	0.93	Bit. Mac	657
								1916	5.08	F Con	
Grn	4	Grn	4	Sc., water		0.809	12,900	1915	3.64	Bit. Mac	658
Grv	4	Grv	3	Asp. (10)		1.174	16,000				659
Li	3	Li	3	Sc., water		0.945	12,750			Oiled	660
Li	5	Li	3	Sc., water		1.195	15,100				
Fld	3½	Li	2	Asp. (10)		0.783	11,145				661
Grv	5	Li	3	Sc., water	H.C.T. (17)	0.594	9,650				662
Bl	4	Bl	3	Sc., water		0.769	14,550			Oiled	663
Li	3	Li	2½	Sc., water		0.560	11,270	1917	2.40	3" Bit. Mac	664
Sub. 5", Sst. 3"	8	Sst	2	Ber. (1)		1.000	15,330			Oiled	665
Sub. 5", Sst. 2"	7	Sst	2	Ber. (1)		0.972	14,280				
Sub	av6½	Sst	2½	Asp. (3)		0.649	14,350				666
Sub	av6	Sst	2½	Asp. (3)		0.636	14,230				
S. Con (8)	5	Sc	1	T. (17)		0.945	14,320				667

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
668	Chen....	1.12	.....	$16,561 20	$10,708 07	4/24/12	100	1/ 8/13	1.12	14	26	9,172
669	Onon...	5.98	.....	82,388 06	45,231 87	3/25/11	100	1/ 7/13	5.98	14	26	49,032
670	Onon...	3.41	.....	48,911 88	24,455 94	2/20/14	100	11/30/14	3.41	14-16	26-30	28,800
671	Onon...	4.31	.....	59,433 47	27,078 53	6/12/12	100	1/ 8/13	4.24 0.07 4.97	14, 34† 34† 14	26-38 34 26	37,581 1,461 41,060
672	Onon....	7.21	.....	93,114 21	46,557 12	6/17/12	100	1/25/14	1.48 0.76	14 16	26 26	12,148 7,115
*673	Onon...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
674	Otsego..	6.49	.....	77,849 86	52,229 47	11/27/08	100	12/31/10	6.49	14, 16	26, 32	53,541
*675	Otsego..	3.99	.....	.....	.....	11/27/07	100	8/ 7/11	3.99	14, 16	24, 26	36,633
676	Otsego..	2.01	.....	19,462 36	12,845 16	11/27/07	100	11/ 9/08	2.01	14	20-30	16,539
677	Otsego..	4.01	.....	40,951 38	26,946 01	2/ 4/08	100	12/21/09	0.02 3.99	16 14-16	26 26, 32	201 33,260
678	Otsego..	2.64	.....	27,870 00	18,894 20	12/ 4/07	100	11/ 9/08	2.64	16	28	24,780
679	Renss...	4.14	.....	55,838 96	34,620 16	3/27/11	100	11/—/11	4.14	14	26	34,296
680	Renss...	3.92	.....	39,211 46	24,311 11	3/21/11	100	1/28/12	3.92	14-16	26, 30	32,856
†681	Tomp....	4.72	.....	58,376 83	32,333 87	11/13/08	100	9/ 9/11	4 72	16	20-28	44,295
682	Tomp...	3.95	.....	44,856 90	25,119 86	4/ 7/10	100	7/31/11	3 95	16	26	37,368
683	Tomp...	3.57	.....	46,347 91	25,954 83	4/ 7/10	100	12/21/11	3.57	16	26	33,854
684	Cayuga.	4.39	.....	59,164 85	30,061 64	12/18/07	100	7/20/09	4.39	12	24	30,930
685	Cayuga.	4.86	.....	63,063 31	34,054 19	11/25/08	100	12/ 1/09	4.86	14-16	26	40,211
686	Cayuga..	8.60	.....	118,695 81	59,592 89	4/ 9/10	100	5/27/12	6.46 2.14	14-16 14-16	24-32 24-32	55,410 17,710
686A	Cayuga.	0.12	.....	3,490 00	2,210 00	10/31/16	100	9/28/17	0.12	16	30	1,111
687	Cayuga.	5.30	.....	71,381 14	38,545 82	3/22/11	100	12/18/11	5.30	14	24, 28	43,531
687A	Cayuga.	0.17	.....	3,493 40	1,889 14	2/24/12	100	9/ 9/12	0.17	14	28	1,407
*688	Orleans.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
689	Rock....	3.53	.....	38,490 00	19,200 00	1/30/08	100	10/ 6/08	3.53	16	28	33,115
†690	Rock....	4.25	.....	46,408 61	23,204 31	11/13/08	100	6/22/10	4.25	14	24	34,140
691	Warren..	5.73	.....	56,590 00	44,070 00	1/29/08	100	11/18/08	5.48 0.14 0.11	12-27 12 12	26, 27 26 26	39,124 933 800
*692	Warren..	8.94	.....	.....	.....	1/30/08	100	11/—/08	8.94	12	26	62,934
693	Suffolk..	3.82	.....	37,400 00	18,700 00	1/30/08	100	11/ 2/08	3.82	†16	28	35,316
694	Suffolk..	7.65	.....	81,276 00	40,638 00	1/28/08	100	11/28/08	7.65	14	30	62,815
†695	Cattar..	1.20	.....	20,232 92	15,218 92	2/11/03	100	1/22/13	1.20	12	22-28	8,438
696	Cattar..	4.04	.....	40,339 47	25,453 87	2/11/08	100	7/31/11	4.04	12	22-38	28,462
697	Cattar..	2.27	.....	32,863 65	25,683 66	2/11/08	100	1/18/13	2.18 0.09	12 28 { 12 { 16	21 28 28	15,330 600 800
698	Chautau.	1.03	.....	10,600 00	5,300 00	2/ 5/03	100	11/30/08	1.03	12	28-36	7,270
699	Sullivan	6.57	.....	69,400 00	58,990 00	2/11/08	100	11/16/08	6.57	14	28	53,760
700	Sullivan	5.14	.....	48,854 83	43,480 80	1/30/08	100	12/14/08	5.14	14-16	28, 32	43,238
701	Frank...	4.51	.....	44,090 49	29,307 83	2/ 4/08	100	10/27/08	4.51	14	30	37,182
702	Frank...	6.19	.....	50,283 45	38,718 26	1/27/03	100	8/30/10	6.19	14	30	50,846
703	Frank...	4.19	.....	37,200 00	27,140 19	1/27/03	100	10/ 6/03	1.25 2.94	14 14	30 30	10,266 23,173
704	Chen...	4.71		47,843 79	33,268 12	6/12/12	100	11/25/13	4.71	12-14	24-28	34,224
705	Chen....	3.81	.....	55,598 66	35,881 95	6/ 8/12	100	5/ 3/14	3.81	14	26	31,402
*706	Chen....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*707	Chen....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†708	Otsego..	4.27	.....	54,457 48	34,308 21	11/21/08	100	12/21/11	0.19 3.75 0.33	14 14 14	24 24 24	1,572 30,830 2,650
709	Dutch...	4.69	.....	52,369 06	26,184 53	5/ 3/11	100	8/12/12	4.69	14, 16	26, 28	39,596
*710	Dutch...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*711	Dutch...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
712	Dutch...	2.29	.....	24,836 61	12,418 30	3/23/11	100	8/—/11	2.29	14	26	18,808
†713	Niagara.	5.13	.....	49,743 59	24,871 80	11/20/08	100	9/ 9/11	2.90 2.23	16 { 10 { 6 12	24 36 30-34	17,045 10,226 15,717
714	Livings..	5.37	.....	66,014 34	35,293 91	11/14/08	100	8/—/10	5.37	12	22, 30	37,669
715	Livings..	4.54	.....	62,412 20	32,795 37	4/15/10	100	12/21/11	4.54	14	24	37,428
716	Livings..	2.24	.....	19,318 32	9,659 16	4/25/11	100	7/—/12	2.24	14	30	18,278
717	Livings..	5.83	.....	58,158 67	29,079 33	5/ 2/11	100	8/24/14	5.83	14	29, 30	47,874
718	Livings..	2.12	.....	24,353 24	12,244 61	6/15/12	100	7/14/15	2.12	14	28	18,70

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
App. St.	4	Li.	2	Sc., water	H. O. (4)	0.823	15,765				668
Li.	3	Li.	3	Asp. (10)		0.930	14,880			Oiled	669
Li.	4	Li.	2½	Asp. (7)		0.988	15,210				670
Qrz.	4	Qrz.	2	Asp. (7) (8) (1)		1.000	14,325				671
S. Con.(13)	5	Br. (14)	4			2.205	25,635				
Grv.Con(17)	5				T.(17)HO (4)	0.841	12,000	1917	3.30	2½" Bit. Mac.	
S. Con. (17)	5				T.(17)HO (4)	0.879	12,270	1917	3.11	3" Bit. Mac.	672
S. Con (17)	5	Br.(24)(23)	4			2.234	27,790				
											*673
App. St.	4	Tr.	2	Sc., water		0.712	16,770				674
Cal. Sh.	4	Cal. Sh.	2	Sc., water		0.713					*675
Cal. Sh.	4	Tr.	2	Sc., water		0.604	10,345			Oiled	676
		Sy.	3	Sc., water		0.542	8,300				677
App. St.	4	Sy.	2	Sc., water		0.838	11,080				
Cal. Sh.	3	Cal. Sh.	3	Sc., water		0.621	10,560	1917	0.90	F. Con	678
Sst.	†4	Sst.	3	Sc., water	H. O. (10)	0.727	14,290			Oiled	679
Li.	3	Li.	3	Sc., water	H. O. (10)	0.573	10,580	1914	1.89	Bit. Mac.	680
Li.	4	Li. Sy.	2	Sc., water	C. O.	0.805	12,345			Oiled	†681
Grn.	3½	Li.	2½	Sc., water	C. O.†	0.789	11,360			Oiled	682
Grn.	3½	Li.	2½	Sc., water	C. O.†	0.744	12,980			Oiled	683
Li.	4	Sy.	2	Sc., water		1.098	16,290	1917	1.18	2½" Bit. Mac.	684
Sst.	4	Sy.	2	Sc., water		0.723	13,300			Oiled	685
Li.	4	Sy., Tr.	2	Ber. (1)		1.042	14,470			Oiled	686
Li.	3	Sy., Tr.	2	Ber. (1)		0.932	13,440				
Imp. Li.	4	Imp. Li.	3	Asp. (10)		1.223	23,895				686A
Fld.	3	Tr.	3	Asp. (3)		0.947	14,580			Oiled	687
Fld.	3	Tr.	3	Asp. (10)		0.813	21,480			Oiled	687A
											*688
Tr.	3	Tr.	3	Sc., water		0.635	10,690	1915	3.53	3" Bit. Mac.	689
Sst.	3	Tr.	3	Asp. (10)		0.806	13,030			Oiled	†690
Anor.	3	Anor.	3	Sc., water		0.562	11,035				
Anor.	4	Anor.	3	Sc., water		0.651	11,870	1912	5.73	Bit. Mac.	691
Anor.	6	Anor.	3	Sc., water		0.829	13,540				
Gn.	3	Gn.	3	Sc., water		0.525					*692
App. St.	3	Tr.	3	Sc., water	Oiled	0.775	9,790	1915	3.82	Bit. Mac.	693
App. St.	3	Tr.	3	Sc., water		0.903	11,510			Oiled	694
Grv.Con(1)	6				T.(16)H.O(4)	0.800	19,090			Oiled	†695
Cal. Sh.	5	Li.	†2	Sc., water		0.801	11,630			Oiled	696
Grv. Con.	6				Sand., HO.	0.928	20,455				697
Grv. Con.	6				Sand., HO.	0.928	20,455				
App. St.	5	Grv., Li.	3	Sc., water	(Shoulders)	0.635					
Li.	5	Li.	3	Sc., water		0.906	12,270	1917	1.03	F. Con	698
Sst.	3	Sst.	3	Sc., water		0.624	11,310	1915	3.50	Bit. Mac.	699
								1917	3.07	3" Bit. Mac.	
Sst.	3	Sst.	3	Sc., water		0.557	11,090	1917	2.50	2½" Bit. Mac.	700
								1917	2.65	3" Bit. Mac.	
Grn.	3	Grn.	3	Sc., water		0.600	10,270	1915	4.51	Bit. Mac.	701
Sst.	3	Sst.	3	Sc., water		0.581	8,430	1913		Oiled	702
Sst.	3	Sst.	3	Sc., water		0.672	8,800			Oiled	703
Sst.	4	Sst.	3½	Sc., water		0.830	10,280				
Grv.	6	Grv.	2	Water	H. O. (10)	0.511	11,397				704
Sub.	6	App. St.	3	Sc., water	H. O. (3) (10)		16,600				705
											*706
											*707
Sub.	6	Tr.	2½	Asp. (10)		1.157	15,980				
App. St.	4	Tr.	2	Asp. (10)		0.932	13,870				†708
App. St.	4	Tr.	2½	Asp. (10)		1.105	15,490				
Li.	3	Li.	3	Sc., water	H. O.	0.641	11,770				709
											*710
											*711
Li.	3	Li.	3	Sc., water	H. O. (10)	0.577	11,530				712
Fld. 3½, Li. 5½	9	Li.	3	Sc., water		1.042	11,890				
Li.	3	Li.	3	Sc., water		1.090				Oiled	†713
Li.	5	Li.	3	Sc., water		1.670	9,470				
Bl.	5	Li.	3	Sc., water	C. O. (10)	0.900	14,440			Oiled	714
Grn.	3½	Li.	3	Sc., water		0.775	14,620			Oiled	715
Grn.	3	Li.	3	Sc., water		0.538	5,050			Oiled	716
Li.	3	Li.	3	Li. Sc., water		0.985	13,760				717
S Con. (1)	6				T.(16)H.O.(4)	0.812	11,840				718

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
†719	Greene..	5.56	.....	$67,298 02	$39,807 45	2/11/08	100	10/24/10	5.56	14	28	45,670
									.....	2	.....	6,520
720	Wash...	4.75	.....	50,500 00	28,785 00	2/ 5/08	100	11/18/08	4.75	14	28	33,982
720A	Wash...	4.24	.....	2,274 54	1,296 49	6/15/11	100	9/ 4/12	0.24	14	26	1,992
									1.05	14	26	2,316
721	Wash...	3.12	.....	28,200 00	16,074 00	1/29/08	100	11/24/08	0.79	14	26	12,636
									1.28	16	26	12,053
722	Wash...	2.06	.....	21,400 00	12,198 00	2/ 3/08	100	11/18/08	2.06	14	26	16,956
723	Wash...	4.77	.....	36,245 97	20,661 03	11/14/08	100	8/ 3/10	4.77	14	26	39,156
724	Wash...	3.98	.....	44,651 26	25,451 22	2/18/10	100	8/—/11	3.98	12	24	28,008
†725	Chem...	0.89	.....	13,296 51	6,648 25	11/23/08	100	11/22/09	0.89	16, 32	28–56	11,850
726	Madison.	7.53	.....	83,250 00	45,787 50	2/11/08	100	11/23/08	7.53	12, 16	24–28	69,159
*727	Madison.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
728	Rock....	2.82	.....	37,045 17	18,522 58	2/19/10	100	7/—/11	2.82	16	28	26,505
†729	Niagara.	3.19	.....	30,481 40	15,240 70	4/ 7/10	100	12/ 1/10	1.18	12	28	8,297
									2.01	12, 16	28, 32	16,096
730	Cattar..	3.44	.....	37,422 17	21,330 64	1/30/08	100	12/ 1/09	3.44	16	22, 32	32,298
731	Cattar..	2.05	.....	22,100 00	12,597 00	1/30/08	100	12/ 9/09	2.05	16	32	19,234
732	St. Law.	87.9	.....	75,550 00	44,971 59	4/23/08	100	12/ 4/10	8.79	12	28	61,866
733	St. Law.	8.01	.....	80,078 41	46,450 47	4/23/08	100	12/ 4/10	8.01	12	20, 28	56,385
734	St. Law.	5.11	.....	47,467 59	29,865 65	11/25/08	100	12/ 4/10	4.47	12	24	31,514
									†0.64	16	24	5,981
735	St. Law.	7.82	.....	93,405 70	59,448 59	2/18/10	100	12/ 4/10	7.82	14, 16	24–32	65,343
736	Warren..	4 12	.....	37,480 30	29,234 64	11/14/08	100	1/30/11	4.12	14	26	33,516
737	Cort....	5.78	.....	62,112 64	39,130 96	11/25/08	100	8/26/10	2.56	12–14	22–26	18,869
									3.22	12–14	22–26	25,479
738	Cort....	6.50	.....	78,483 25	43,792 71	6/ 2/10	100	11/—/11	6.50	15	26	57,159
*739	Orange..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
740	Niagara.	2.75	.....	30,834 00	15,417 00	4/ 7/10	100	12/14/10	2.75	16	32	25,765
741	Saratoga	4.06	.....	47,760 83	23,880 41	3/27/11	100	9/—/11	4.06	14	24, 28	33,360
742	Steuben.	4.33	.....	52,700 00	29,512 00	1/30/08	100	11/18/08	4.33	16	22–30	40,896
743	Suffolk..	4.08	.....	44,600 00	22,300 00	1/30/08	100	12/11/08	4.08	16	28	38,400
744	Essex...	3.77	.....	30,394 80	22,188 20	5/18/08	100	10/—/08	3.77	14	28	31,001
745	Essex...	5.46	.....	71,899 56	56,081 66	5/18/08	100	11/21/09	5.46	14	24, 26	46,320
746	Oswego..	1.11	.....	12,062 02	7,719 69	4/18/10	100	12/—/10	1.11	14	26	9,115
747	Dela....	5.89	.....	92,788 07	69,494 63	12/ 5/08	100	11/—/09	5.89	16	26–32	55,289
748	Dutch..	5.43	.....	85,982 13	44,466 80	4/27/11	100	10/11/12	†3.51	16	26–30	33,007
									1.97	16	26–30	18,468
*749	Niagara	.....	10.30	.....	.....	6/23/11	95	.....	.....	16	32	96,680
750	Erie....	5.94	.....	68,632 94	35,689 13	11/14/08	100	9/21/10	1.66	12	33–35	11,697
									4.28	12–25	29–39	31,658
†751	Erie....	7.03	.....	177,144 11	102,743 58	5/28/10	100	9/ 4/12	7.03	16	28	66,323
752	Cayuga.	2.75	.....	32,481 12	16,553 00	6/15/12	100	11/12/13	2.75	12, 16	26	21,147
753	Cayuga.	1.41	.....	12,905 49	6,581 80	6/29/12	100	12/20/12	1.41	12	26	9,905
754	Steuben.	1.45	.....	12,856 18	6,813 78	11/14/08	100	8/13/10	1.45	12	26	10,221
755	Albany..	4.25	.....	53,212 68	30,436 87	4/12/10	100	9/ 9/11	2.74	14–24	24–28	23,317
									1.51	14–16	28–32	12,867
756	Essex...	7.03	.....	92,342 46	72,027 12	5/18/08	100	12/ 3/09	7.03	14	24, 26	57,528
757	Niagara.	.....	.....	40,641 48	20,550 28	6/21/12	100	11/12/13	0.50	16	32	4,707
									2.28	16	32	21,714
758	Niagara.	8.33	.....	111,294 25	60,161 26	3/ 5/14	100	11/26/15	8.33	16	32–38	78,503
758A	Niagara.											
759	Niagara.	2.15	.....	53,558 74	32,251 18	6/12/12	100	7/23/13	2.15	16	28–32	20,184
760	Monroe.	3.83	.....	32,269 36	16,400 08	3/ 6/14	100	12/ 7/14	3.83	16	32	35,955
761	Oneida..	6.23	.....	80,468 20	40,393 43	4/ 9/10	100	12/30/11	6.28	16	25, 32	53,954
762	Colum..	6.02	.....	87,545 33	49,720 50	3/ 2/10	100	6/12/11	6.02	16	26	56,718
*763	Colum..	.....	7.14	151,100 00	77,784 34	4/ 4/11	90	.....	1.14	12	26	50,025
										12	.....	50,025
*764	Monroe.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
765	Renss...	4.12	.....	41,571 70	20,785 85	4/29/12	100	1/ 8/13	4.12	16	24	39,726
766	Monroe.	7.12	.....	86,236 63	43,118 31	1/13/15	100	10/26/16	7.12	16	26	66,844
767												
768	West....	5 86	.....	59,973 52	29,986 76	6/20/08	100	8/ 1/10	5.86	14	24, 28	48,420
†769	West....	4.21	.....	44,591 40	22,295 70	11/20/08	100	12/22/10	4.21	14	22–28	34,476

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Cal. Sh.	3	Cal. Sh.	5	Asp.(2) Ber.(1)		0.902	12,500				†719
App. St.	3	App. St.	3	Sc., water		0.450					
Sst.	3	Tr.†	3	Sc., water		0.767	11,520			Oiled	720
Li.	3	Li.	3	Sc., water	H. O. (10).	0.611	10,145				720A
App. St.	3	App. St.	3	Sc., water		0.575	10,330				
		Tr.	3	Sc., water		0.659	11,120	1915	1.86	Bit. Mac.	721
		Grv.	6	Sc., water		0.158	6,410				
Fld.	3	Fld.	3	Sc., water		0.571	11,050			Oiled	722
Grn.	3	Grn.	3	Sc., water		0.458	8,070	1917	4.77	3" WB	723
Qrz.	4	Qrz.	2	Asp. (10)		0.750	12,980	1917	3.98	2" Bit. Mac.	724
Li.	3	Tr.	3	Sc., water		0.771	11,350	1915	0.15	Hendersonian	†725
Li.	4	Sy.	2	Sc., water		0.805	11,200			Oiled	726
											*727
App. St.	4	Tr.	†2½	Asp. (10)		0.789	13,140			Oiled	728
Li.	5	Li.	2	Asp. (3)		0.796	11,270	1916	3.19	2½" Bit. Mac.	†729
Li.	4	Li.	2	Asp. (3)		0.702	10,390				
Li.	4	Li.	4	Sc., water		0.896	10,845			Oiled	730
Li.	4	Li.	4	Sc., water		0.921	10,975			Oiled	731
Li.	4	Li.	2	Sc., water	CO	0.789	10,348	1915	8.79	Bit. Mac.	732
Grn., Li.	4	Grn., Li.	2	Sc., water		0.789	10,348	1916	5.50	Bit. Mac.	733
								1916	2.52	3" Bit. Mac.	
Grn.	4	Gn.	2	Sc., water	CO (10)	0.671	10,640			Oiled	734
Grn.	4	Gn.	2	Asp. (3)		0.840	12,225			Oiled	
Gn.	4	Gn., Grn.	2	Asp. (10)		0.891	12,710			Oiled	735
Gn.	3	Grn.†	2	Sc., water		0.495	9,720	1915	4.12	Bit. Mac.	736
Li.	3	Li.	3	Asp.† (10)		0.872	13,180				737
Li.	3	Sy.	3	Sc., water		0.649	11,090				
Li.	4	Li.	2	Ber. (1)		0.971	12,460			Oiled	738
											*739
Li.	4	Li.	2	Ber. (1)		0.722	11,470			Oiled	740
Gn.	†4	Gn.	3	Asp. (10)		0.825	12,720			Oiled	741
Sst.	4	Li.	3	Sc., water		0.890	12,170			Oiled	742
App. St.	3	Tr.	3	Sc., water		0.888	10,930	1913	2.33	Bit. Mac.	743
								1916	1.75	F.Con.	
Li.	3	Li.	3	Sc., water		0.543	8,575	1917	3.77	3" Bit. Mac.	744
Gn.	3	Gn.	3	Asp. (10)		0.985	13,140	1914	0.39	Bit. Mac.	745
Sub. 5" Fld. 2".	7	Li.	2	Sc., water		0.685	11,700			Oiled	746
Sst.	4	Tr.	2	Asp. (10)		1.083	15,570				747
Qrz.	3	Li.	3	App. (10) (3)		0.905	15,710				748
Qrz.	3	Li.	3	Sc., water	C. O (10)	0.634	13,160				
Li.	3	Li.	3	Asp. (2)							*749
Li.	5	Li.	3	Ro. Asp. (14)		1.068	13,685				750
Li.	5	Li.	2½	Ro. Asp. (14)		1.040	13,420				
S.Con (1) (16).	5	Br. (7, 9, 22, 23, 27)	4			2.134	24,950				†751
Sub.	6	App. St.	2	Sc., water	H. O. (3)	0.863	13,320	1917	0.77	F. Con.	752
Grv.	6	Grv.	3	Glu. (20)	H. O. (20)	0.779	10,990				753
Sst.	5	Li.	3	Sc., water	C. O.	0.874	10,905			Oiled	754
Li.	4	Li.	3	Asp. (10)		0.960	15,930				755
Li.	4	Li.	2	Asp. (10)		0.835	14,760				
Gn.	4	Gn.	2½	Sc., water		0.811	14,110	1912	7.03	Bit. Mac.	756
S.Con. (5) (11).	5	Br. (19)	4			2.011	24,140				757
S.Con. (5) (11).	6			T. (17)	H.O.(3)	0.876	11,890				
		F Con.(6,8)	6¼P			1.093	13.300				758
											758A
S.Con.(11)	5	Br. (1) (10) (25)	4			1,983	24,250				759
Sst.	4	Gn.	3	Sc., water		0.635	7,840				760
Li†	4	Li.	†3	Asp. (10)		0.939	12,490			Oiled	761
Li.	4	Li.	2	Ber. (1)		0.892	14,540			Oiled	762
Qrz.	3	Qrz.	3	Asp. (10)		0.880	23,480				*763
Grv.	3	Grv.	3	(Shoulders)		0.324					
											*764
rv	6	Grv.	4		H. O. (10)	0.557	10,090			Oiled	765
rv	5	Li.	3	Sc., water	C. O. (7)	0.679	12,109				766
											767
	3	Gn.	3	Sc., water	Oil (10)	0.413	10,700				768
	3	Gn.	3	Asp. (2)		0.679	11,400				†769

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
770	West....	3.50	.....	$54,794 77	$27,397 39	5/13/10	100	1/23/12	3.50	14	28	28,716
*771	Niagara.	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
772	Oswego..	3.70	.....	52,761 06	30,601 41	3/22/11	100	12/21/11	3.78	16	30	34,759
773	Niagara.	.....	2.38	32,000 00	16,273 43	8/24/16	....	.....	.....	16	28	22,354
*774	Niagara.	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
775	West....	4.42	.....	48,714 64	24,357 32	2/19/10	100	1/ 4/11	4.42	14	24, 26	36,090
776	Clinton..	7.26	.....	74,511 30	57,373 70	2/19/10	100	12/19/10	7.26	14	24, 28	59,629
777	Clinton..	4.33	.....	45,476 24	35,057 63	3/22/11	100	12/18/11	4.33	14-16	26, 32	38,403
*778	Clinton..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*779	Clinton..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
780	West....	2.91	.....	40,476 58	20,238 29	3/17/10	100	7/31/11	2.91	16	28	26,885
781	Otsego..	0.80	.....	9,342 00	6,165 72	9/30/08	100	11/ 7/08	0.80	16	26, 28	7,584
782	Otsego..	0.43	.....	4,700 00	3,102 00	9/22/08	100	11/ 9/08	0.43	14-35	25-30	3,563
783	Otsego..	0.63	.....	7,209 00	4,830 03	9/22/08	100	11/ 9/08	0.68	14-16	26-34	6,272
†784	Otsego..	3.12	.....	46,320 76	28,255 67	11/14/08	100	11/15/10	3.12	16	24-32	29,256
*785	Otsego..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
786	Otsego..	3.76	.....	42,151 84	28,689 01	4/ 9/10	100	1/19/12	3.76	14	28	30,904
787	Otsego..	0.47	.....	7,606 94	4,640 23	4/ 9/10	100	2/17/11	0.47	†12½	33	3,462
†788	Schenec.	7.20	.....	86,331 10	45,006 57	11/14/08	100	12/19/10	4.63 2.57	14 14	26 26	33,021 21,124
789	Schenec.	5.74	.....	77,566 49	44,212 90	2/19/10	100	1/23/12	5.74	14	26	47,160
790	Albany..	2.17	.....	28,253 09	14,101 54	3/21/11	100	9/ 9/11	2.17	16	24, 26	20,369
*791	Albany..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*792	Albany..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
793	Schenec.	2.34	.....	26,101 22	13,050 61	3/31/11	100	9/ 9/12	2.34	14	24	19,596
†794	Suffolk..	9.99	.....	131,358 22	65,679 11	11/14/08	100	9/22/10	9.99	16, 19	32	94,440
†795	Sullivan.	6.20	.....	82,865 50	72,092 98	11/20/08	100	7/19/10	6.20	14	26	51,024
796	Greene..	4.62	.....	57,436 19	38,482 25	11/14/08	100	12/16/09	4.62	16	26, 28	43,372
797	Greene..	3.41	.....	47,390 96	32,225 85	2/19/10	100	1/ 5/11	2.14 1.27	16 16	22-32 26-36	20,050 11,931
798	Putnam.	2.82	.....	53,243 37	26,621 69	2/17/10	100	12/22/10	1.80 1.02	14 14	26 26	14,796 8,332
799	Niagara.	4.21	.....	59,335 21	30,887 89	9/14/15	100	1/11/18	4.21	16-20	32	39,658
800	Niagara.	.....	7.78	124,000 00	66,485 00	6/ 9/16	13	.....	1.03 6.61 0.09	16 16 16	32 32 32	10,130 62,081 889
801	Allegany	4.64	.....	47,155 24	33,008 67	4/ 5/10	100	2/13/13	4.64	14	24-32	38,101
802	Wash...	5.24	.....	64,671 39	41,539 40	3/30/11	100	2/ 9/14	2.85 2.39	14-26 14	24-43 24	23,663 19,629
803	Wash...	8.23	.....	71,609 91	41,616 17	5/ 3/12	100	6/14/14	4.55 3.68	14-16 14-16	30, 32 30, 32	38,211 30,700
804	Warren..	7.09	.....	81,668 67	62,884 88	2/19/10	100	1/ 8/12	4.46 2.63	14, 16 14	26 26	37,539 21,644
805	Warren..	3.67	.....	37,913 46	24,643 75	4/29/11	100	1/ 5/12	3.67	14	26	30,360
806	Chen....	5.63	.....	96,700 21	47,845 56	10/20/14	100	12/28/15	4.96 0.67	14-26 26-37	24-32 26-37	41,779 11,508
*807	Chen....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
808	Chen....	0.97	.....	20,639 00	13,002 57	12/22/08	100	12/25/09	0.97	16-24	26-30	11,239
809	Chen....	0.70	.....	12,940 96	9,188 08	12/22/08	100	11/20/09	0.70	16-44	22, 44	8,445
810	Monroe.	1.03	.....	9,742 25	4,866 12	3/12/14	100	9/20/14	1.03	16	26-28	9,693
811	Madison.	2.33	.....	25,696 97	16,703 03	4/17/10	100	10/25/10	2.33	14	26	19,543
812	Madison.	4.80	.....	52,163 05	28,689 68	4/17/10	100	12/17/10	0.86 1.90 0.92 1.12	16 16 16 16	28 28 28 28	8,100 17,804 8,662 10,496
*813	Herk....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
814	Jeff.....	5.31	.....	55,964 23	30,743 50	6/12/12	100	12/ 2/13	5.31 0.12	14 16	26	43,650 1,085
815	Saratoga	6.23	.....	86,658 11	48,377 75	3/27/11	100	3/22/12	1.28 1.04 3.79	16,14 16,14 16, 14	30-45 30-32 25-40	11,041 8,605 31,659
*816	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
817	Saratoga	3.57	.....	39,773 15	22,351 55	8/31/15	100	1/29/17	3.49 0.08	14 14	26 26	28,713 623
*818	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*819	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
820	Frank...	6.52	.....	66,177 82	48,971 59	2/18/10	100	11/28/10	6.52	14-16	28-36	53,924

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Gn	3	Gn	3	Asp. (3) (10)		0.814	16,320				770
											*771
Sst	4	Sst	3	Asp. (3)		0.915	14,010			Oiled	772
Sub	9	App. St	3	Sc., water		0.904	11,645				773
											*774
Grn	4	Gn	†2½	Asp. (10)		0.813	12,010			Oiled	775
Sst	4	Sst	2	Asp. (10)		0.802	11,210			Oiled	776
Li	3	Li	3	Asp. (3)		0.784	10,760				777
											*778
											*779
Grn	4	Tr	2½	Asp. (10)		0.841	13,910			Oiled	780
App. St	3	App. St	3	Sc., water		0.625	11,680				781
App. St	4	Tr	2	Sc., water		0.806	11,710				782
App. St	4	Tr	2	Sc., water		0.776	10,490			Oiled	783
Sst	3	Li	3	Asp. (10)		0.963	14,850				†784
											*785
Li	a√3½	Li	a√2½	Sc., water	H. O. (10)	0.720	11,880			Oiled	786
S. Con. (8)	5	Br. (10)	4			1.953	20,135				787
Bl	3	Li	3	Sc., water	H. O. (10)	0.698	11,910	1917	3.11	2" Bit. Mac.	†788
Bl	3	Li	3	Asp. (10)		1.017	14,910				
Gn	4	Sst	†3	Asp. (10)		0.976	14,640				789
Sst	3	Sst	3	Asp. (10)		0.664	13,020	1914	0.51	Brick	790
											*791
											*792
Sst	3	Li	3	Sc., water	H. O. (10)	0.758	11,930			Oiled	793
Slag	3	Tr	3	Asp. (10)		1.146	12,515	1917	1.34	2" Bit. Mac.	†794
								1917	1.61	F. Con.	
Sst	3	Sst	3	Asp. (2)		0.722	14,200	1917	2.45	2½" Bit. Mac.	†795
Sst	3	Sst	3	Asp. (2)		0.785	12,430	1914	2.13	Bit. Mac	796
Sst	4	Sst	2	Asp. (10)		0.818	13,440				797
Sst	4	Sst	3	Asp. (10)		0.930	14,490				
Gn	4	Gn	†3	Asp. (10)		0.827	20,240				798
Gn	4	Gn	2	Asp. (10)		0.744	19,460				
		F. Con (20)	7 P			1.042	13,320				799
		F. Con	8 P			1.426	17,060				
		F. Con	7 P			1.231	15,230				800
Sl	5	App. St	3	Sc., water		1.124	13,125				
Sub	6	Li	2½	Sc., water		0.701	11,270	1914	4.64	Bit. Mac	801
Li	3	Li	3	Sc., water	H. O. (3)	0.556	12,180				802
Sub	6	Li	3	Sc., water	H. O. (3)	0.703	13,560				
Dol	3	Li	3	Sc., water	H. O (10)	0.624	9,134			Oiled	803
Sub	6	Li	3	Sc., water	H. O. (10)	0.628	9,173				
Gn	4	Gn	2	Asp. (10)		0.706	11,961	1915	0.19	Bit. Mac	804
Gn	4	Gn	3	Asp. (10)		0.803	12,872				
Gn	3	Gn	3	Asp. (1)		0.713	11,130			Oiled	805
Fld	6	Li	3	Sc., water		0.760	13,730				806
S. Con (8)	5	Br. (32, 14)	4			2.089	26,210				
											*807
Li	3	Tr	3	Asp. (12)		1.171	18,290				808
Li	3	Li	3	Asp. (10)		0.862	16,030				809
Grv	4	Li	3	Sc., water		0.467	9,248				810
Li	3	Li	2½	Sc., water		0.554	11,410	1915	2.39	Bit. Mac	811
App. St	4	Dol	2	Asp. (10)		0.816	10,600				
Grv. 6, App. St. 3	9	Dol	2	Asp. (10)		0.996	12,290			Oiled	812
Grv. 6, App. St. 3	9	Dol	2	Asp. (10)		0.900	11,390				
App. St	4	Dol	2	Asp. (10)		0.721	9,710				
											*813
Sub	6	Li	3	Sc., water	Glutrin	0.742	11,243			Oiled	814
Old Mac		Li	3	Asp. (1)		0.621	11,790				
Gn	4	Li	3	Asp. (1)		0.941	14,790			Oiled	815
Gn	3½	Li	3	Asp. (1)		0.898	14,390				
Gn	3	Li	3	Asp. (1)		0.854	13,980				
											*816
Sub. 6, Dol. 2	8	Dol	3	Sc., water	H. O. (10)	0.733	12,040				817
Dol	4	Dol	3	Sc., water	H. O. (10)	0.631	11,082				
											*818
											*819
Gn	†4	Gn	†2	Asp. (10)†		0.757	10,840	1916	2.50	2½" Bit. Mac	820

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
821	Essex...	5.50	.....	$63,103 36	$47,327 52	2/19/10	100	8/ 7/11	5.50	14	24, 28	45,288
									0.92	14	26	7,583
822	Clinton..	6.72	.....	71,658 12	57,878 95	10/ 6/14	100	11/18/15	1.80	14	26	14,817
									4.00	14	26	33,000
823	Sullivan.	4.83	.....	76,190 22	66,285 49	4/ 9/10	100	1/23/12	4.83	14	24	39,663
824	Sullivan.	3.34	.....	53,293 97	46,365 75	4/27/11	100	10/10/12	3.34	14	24	27,420
825	Oswego..	3.33	.....	39,917 11	23,151 92	3/25/11	100	12/21/11	3.33	14	28	27,372
826	Oswego..	5.91	.....	65,029 27	36,490 79	3/23/11	100	1/ 8/12	5.91	14	28	48,563
†827	Colum..	6.70	.....	85,244 44	42,622 22	6/13/12	100	12/19/13	6.70	14	24	55,036
†828	Livings..	7.17	.....	106,998 98	56,549 34	6/14/12	100	1/16/13	3.33	14, 16	28	27,749
									3.84	14	28	31,566
829	Livings.	4.17	.....	44,473 90	22,608 03	3/18/14	100	10/ 1/14	4.17	16	26-32	39,103
§830	Herk....	3.56	.....	35,490 03	21,648 92	5/10/15	100	9/22/16	3.56	16	26	33,429
831	Herk....	5.63	.....	57,849 75	34,709 85	5/14/15	100	2/ 9/17	5.63	16	25	52,840
832	Niagara.	2.51	.....	47,644 09	24,668 66	6/18/12	100	10/26/13	1.33	16	32	12,460
									1.18	16	32	11,121
833	Otsego..	5.43	.....	55,632 56	37,796 37	3/24/11	100	8/12/13	5.43	14	24	44,666
834	Broome.	7.50	.....	82,784 35	44,703 55	4/ 5/10	100	2/20/11	7.50	14, 16	26, 28	62,361
835	Jeff.....	7.04	.....	71,380 38	46,397 25	3/12/14	100	11/30/14	1.92	12, 16	24	14,029
									5.12	12, 16	22-26	36,340
*836	Jeff.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
837	Oneida..	4.74	.....	56,439 02	31,041 46	3/23/11	100	1/23/12	4.61	16	26	43,240
									0.13	16	26	1,255
838	Oneida..	0.56	.....	9,103 57	4,733 86	3/23/11	100	1/23/12	0.56	16	26	5,220
839	Oneida..	1.20	.....	13,851 57	7,991 09	3/27/11	100	1/18/12	1.20	16	28	11,285
840	Oneida..	4.37	.....	55,618 47	27,809 24	5/10/11	100	4/23/12	4.37	16	28	39,850
841	Essex...	4.45	.....	60,903 07	43,857 05	2/19/10	100	1/10/11	4.45	16	24, 28	41,760
842	Saratoga	0.27	.....	4,650 46	2,325 23	2/19/10	100	11/17/10	0.27	16	26	2,543
843	Warren..	0.17	.....	2,633 32	1,711 66	5/28/10	100	1/ 5/12	0.17	16	28	1,926
844	Jeff.....	1.06	.....	14,191 83	7,379 75	6/19/12	100	7/30/13	1.06	16	28, 32	9,950
845	Tioga...	4.01	.....	38,616 35	25,872 95	4/13/10	100	12/18/11	4.01	14	24	32,936
†846	Suffolk..	5.28	.....	83,917 96	41,958 98	4/14/10	100	1/24/13	0 25	16	32	2,311
									5.03	16	32	47,230
847	Lewis...	5.42	.....	62,768 40	43,310 20	4/ 7/10	100	1/23/12	5.42	14	28	44,543
848	Hamilt..	3.74	.....	53,837 35	37,721 14	4/11/10	100	2/ 8/11	3.74	14	24	30,747
849	Albany..	1.10	.....	28,447 74	14,207 36	5/28/10	100	1/24/13	1.10	14-36	28-36	11,374
850	Steuben.	6.13	.....	71,091 69	42,218 44	4/ 5/10	100	12/21/11	5.21	14	24	44,031
									0.72	16	28-40	6,770
									0.27	12-16	32	2,489
851	Monroe.	1.09	.....	15,000 08	7,500 04	4/ 7/10	100	11/16/10	0.03	16	32	267
									0.79	14-20	16-32	7,457
852	Cayuga.	0.81	.....	12,924 14	6,462 07	4/ 7/10	100	7/14/11	0.81	16	24-28	7,604
853	Genesee.	4.07	.....	16,700 86	8,350 43	4/ 9/10	100	12/ 1/10	1.21	12	22	8,532
									2.86	12	22	20,088
854	Wyom..	4.50	.....	56,274 19	29,825 32	4/ 7/10	100	1/12/11	4.50	16	30	42,205
855	Livings..	0.47	.....	8,617 07	4,308 54	4/ 7/10	100	1/31/11	0.47	16-22	30-45	4,827
856	Livings..	1.32	.....	19,551 91	9,775 95	4/ 9/10	100	12/14/10	1.32	16	32	12,404
857	Chaut...	1.62	.....	37,558 74	18,779 39	4/13/10	100	9/ 9/11	1.62	16	32	15,972
858	Broome.	4.24	.....	57,200 00	32,032 00	3/22/11	100	10/10/12	4.24	14	24	34,799
859	Essex...	1.24	.....	16,419 64	10,220 63	5/28/10	100	12/18/11	1.13	16-60	30-60	12,474
859	Clinton..								0.11	16	32	1,036
860	Wayne..	3.46	.....	21,370 76	10,685 38	6/ 6/11	100	1/ 5/11	3.46	14	10	22	20,304
											4	.....	8,120
861	Wayne..	1.98	.....	15,105 29	2,265 80	6/10/10	100	8/ 8/11	1.41	10	22	8,273
									0.57	10	22	3,333
									.....	4	.....	4,656
862	Erie....	0.97	.....	49,357 11	13,482 17	6/25/10	100	9/ 9/11	0.97	28-30	30	17,034
863	Erie....	1.04	.....	24,821 01	12,410 51	5/28/10	100	12/22/10	1.04	†16	26-48	9,800
864	Mont...	0.86	.....	23,720 81	8,704 50	6/ 3/10	100	1/24/12	0.09	16-34	28-65	1,192
									0.77	16-34	30-37	10,524
									2.03	16-24	32-30	27,200
865	West....	2.96	.....	92,177 21	23,292 10	6/ 2/10	100	3/22/12	0.42	30	30	9,376
									0.51	30	24	30	7,200
											6	30	1,800
866	Erie....	2.01	.....	47,675 97	23,837 98	5/28/10	100	1/ 8/12	2.01	16	28	18,868
867	Livings..	1.09	.....	12,308 18	6,154 09	8/ 9/10	100	6/30/11	1.09	16	32	10,249
868	Herk....	2.06	.....	42,496 64	13,602 09	8/12/10	100	2/14/12	1.67	16-28	26-32	$16,01_0$
									0.39	28	28	$6,76_5$

* See list by counties † Changed from original plans. § Includes Hy. No. 471.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Sy	4	Sy	2	Asp. (10)		0.769	12,350				821
Sub. 12†, Gn. 2″	14	Gn	3	Sc., water		1.010	13,632				
Sub. 6″,-Gn. 2″	8	Gn	3	Sc., water		0.739	11,688			Oiled	822
Gn	4	Gn	3	Sc., water		0.639	10,749				
Sst	4	Sst	†2½	Asp. (10)		0 658	17,060			Oiled	823
Sst	3	Sst	3	Asp. (10)		0.675	17,200			Oiled	824
Grv	6	Li	3	Asp. (10)		0 840	12,970			Oiled	825
Sst	3	Sst	3	Asp. (3)		0 80	11,820			Oiled	826
Sub	6	Li	3	Sc., water	H. O. (3)	0 735	13,843			Oiled	†827
Li	3	Li	3	Asp. (10)		1 012	17,270			Oiled	†828
Fld	6	Li	3	Asp. (10)		0.997	17,130				
Li	4	Li	3	Sc., water		0.784	10,500			Oiled	829
Sub	9	Li	3	Sc., water	T (17)	6.355	9,965				§830
Fld	9	Sy	3	Li. Sc., water	HC. CT (17)	0.591	10,360				831
S Con (10)	5	Br. (22)	4			2.027	24,030				832
Li	3	Li	3	Asp. (1)†		0 786	12,380		1.18	Oiled	
Sub	6	Sst	2	Sc., water	H. O. (10)	0 728	11,220			Oiled	833
Sub	Av.6	Tr. A	v.2½	Sc., water	H. O. (10)	0.855	11,945				834
Li	3	Li	3	Sc., water		0 622	10 530				835
Sub. 6, Li. 2	8	Li	3	Sc., water		0 858	12.740				
											•836
Li	3	Li	3	Asp. (10)		0.771	11,860			Oiled	837
Li	4	Li	3	Asp. (10)		0.851	12,610				
Sub	6	Sy	3	Asp. (10)		1 023	16 280			Oiled	838
Li	3	Li	3	Sc., water		0.548	11,310			Oiled	839
App. St	3	Sy	3	Asp. (3)		1.032	12,730			Oiled	840
Grn	4	Li	2	Asp. (10)		0.704	13,690			Oiled	841
Li	4	Grv. (MM)	2	Asp. (1)		1.134	17,280	1913	0.27	Bit. Mac	842
App. St	4	Li	2	Asp. (1)		0.830	13,860				843
Li	3	Li	3	Asp. (7)		0 867	13,020				844
Sub	6	Li	2½	Sc., water	CO	0.594	9,630			Oiled	845
Tr	4	Tr	3	Asp. (3)		1.220	14,675				†846
Tr	4	Grv	2½	Asp. (3) MM		1.327	15,685				
Li	4	Li	2	Trn. (1)		0.913	12,580			Oiled	847
Gn	3½	Gn	2½	Sc., water		0.571	15,665				848
App. St	4	Li	2	Asp. (1)		1.137	24,085				849
Sst	3½	Sst	2½	Sc., water	H. O. (10)	0.542	12,995				850
S. Con. (3)	5	Br. (10)	4			1.860	24,365				
Sub. 6″, Li. 3″	9	Li	2	Asp. (10)		0.972	13,380				
Sub. 12″, Li. 3″	15	Li	2	Asp. (10)		1.222	16,230			Oiled	851
Li	4	Li	2	Asp. (10)		0.831	12,560				
Sst	4	Sy	2	Asp. (1)		1.044	15,960				852
Li	4	Li	3	Sc., water		0.511	16,390	1914	4.07	WB. HC. CT	853
Old Mac		Li	3	Sc., water		0.250	2,940				
Li	4	Li	2	Asp. (1)		0.939	12,310	1915	1.28	WB. Mac	854
Li	3½	Li	3	Sc., water		0.722	16,380			Oiled	855
Li	4	Li	2½	Asp. (10)		1.115	14,590			Oiled	856
S. Con. (16)	5	Br. (11)	4			1.901	21,930				857
Sub	6	Tr	2	Sc., water	H. O. (9, 10)	0.900	14,805				858
Anor	4	Anor	†3	Ber. (1)		0.828	12,730			Oiled	859
Old Mac					H. O (1)	0.081					
Sub.5½,St.2	7½	Li	2	Sc., water		0.587	7,990			Oiled	860
(Shoulders)		Grv. & St.	3	Sc., water							
Fld. 5½″, Li. 2″	7½	Li	2	Sc., water		0.622	10,350				
Sub.13¼″†,Li.2″	15¾	Li	2	Sc., water		0.862	11,200				861
(shoulders)		Grv	3			0.188					
S. Con. (1) (9)	5	Br. (9, 22)	4			1.944	27,890				862
S. Con. (3) (16)	5	Br. (9)	4			2.033	23,525				863
S. Con. (8)	5	Med. Blk				2.540	35,040				864
Li	†3	Li	†3	Ber. (1)		0.895	19,600				
Gn	4	Gn	†3	Asp. (3)		0.879	19,620				
S. Con. (7)	5	Br. (7)	4			2.280	32,770	1915	0.54	2″ Bit. Mac	865
Gn	4	Gn	†3	Asp. (3)		0.879	19,620				
S. Con. (7)	5	Br. (7)	4	(shoulders)		2.280					
S. Con. (1)	5	Br. (9)	4			2.304	23,720				866
Li	4	Li	†2½	Ber. (1)		0.894	11,040	1916	0.10	Brick	867
								1916	0.99	Bit. Mac	
Gn	4	Sy	2	Asp. (3)		0.856	14,580			Oiled	868
S. Con. (9)	5	Br. (15)	4			2.196	27,150				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation.

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
869	Herk....	0.64	.....	$9,517 94	$5,625 24	8/ 9/10	100	8/ 8/11	0.64	16	28	6,014
870	Herk....	1.96	.....	56,516 64	16,858 27	8/ 9/10	100	1/24/12	1.29	†11–22	†32	12,210
									0.67	†28	28	11,360
*871	Herk....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
872	Cattar..	0.64	.....	16,883 99	5,255 41	8/20/10	100	1/23/12	0.37	16	32	3,631
									0.27	29	38	4,518
873	Chaut...	2.91	.....	32,851 39	16,425 69	3/22/11	100	7/17/12	2.91	12	22–24	20,460
874	Hamilt..	5.00	.....	68,614 29	45,666 43	3/23/11	100	1/ 8/13	3.50	14	†26	28,705
									1.50	14	†26	12,320
875	St. Law.	5.71	.....	71,348 21	41,035 71	3/28/11	100	12/19/12	5.71	12, 14	24, 28	43,788
876	St. Law.	3.79	.....	42,064 52	27,762 58	3/28/11	100	2/27/12	3.79	12	20–24	26,686
877	Oneida..	0.98	.....	12,316 46	6,158 23	4/ 1/11	100	5/24/12	0.97	16	26–32	9,152
878	St. Law.	6.73	.....	68,407 12	40,360 20	3/25/11	100	1/ 2/12	6.73	16	32	63,163
†879	Albany..	6.26	.....	88,251 53	44,125 76	3/22/11	100	5/14/14	6.26	16	28	58,895
880	Schenec.	2.78	.....	27,937 40	13,968 70	3/31/11	100	10/11/11	2.78	14	26	22,920
881	Cort....	1.79	.....	24,887 12	14,683 40	4/24/11	100	1/ 2/12	1.79	14	26–28	14,676
882	Cort....	2.55	.....	27,062 83	17,590 84	3/28/11	100	1/ 8/12	2.55	14, 16	26, 28	21,248
883	Madison.	2.14	.....	27,126 72	16,818 57	4/25/11	100	8/12/12	2.14	14	26	17,586
									1.98	14	30	16,304
884	Frank'n.	3.56	.....	45,645 73	29,669 73	3/23/11	100	1/ 2/12	1.20	14	30	9,858
									0.38	14	30	3,111
885	Frank'n.	8.55	.....	97,530 44	68,226 05	3/22/11	100	9/16/13	8.55	14, 16	28, 32	70,803
†886	Greene..	4.19	.....	65,311 82	45,715 68	3/23/11	100	12/25/11	4.19	16	26–32	39,326
†887	Greene..	3.15	.....	35,911 91	24,060 98	3/23/11	100	12/18/11	3.15	14, 16	28–27	27,302
888	Chem...	3.76	.....	43,286 05	22,131 73	4/29/11	100	1/23/12	3.76	14, 16	24, 28	34,719
889	Montg..	0.64	.....	6,885 48	3,442 74	4/27/11	100	12/20/11	0.64	16	28	5,981
890	Sullivan.	4.37	.....	46,660 50	40,128 03	4/29/11	100	1/23/12	4.37	14	26	35,856
†891	Essex...	5.99	.....	65,359 82	43,779 69	4/28/11	100	1/31/12	5.99	14–16	26–32	52,638
892	Wyom..	1.43	.....	16,006 95	8,483 68	4/25/11	100	1/ 8/12	1.43	16	32	13,457
†893	Wyom..	3.61	.....	44,784 90	26,152 64	4/27/11	100	1/24/12	0.17	16	32	1,611
									3.44	15, 16	20–32	32,242
									2.49	16	26	23,328
894	Wyom..	3.55	.....	48,645 85	27,241 73	4/29/11	100	8/27/12	0.63	16	26	5,885
									0.43	16	16–26	4,089
895	Dutchess	0.89	.....	14,432 88	5,890 41	5/ 1/11	100	7/ 8/12	0.89	16, 32	26–32	11,058
									0.53	16	28	4,978
896	Onon...	2.43	.....	33,583 11	16,791 55	5/ 4/11	100	1/ 2/12	0.38	16	28	3,560
									0.62	14, 16	26, 37	5,727
									0.90	14	26	7,412
897	Onon...	4.25	.....	59,970 32	29,985 16	5/ 4/11	100	9/17/12	4.25	12	24	29,888
898	Nassau..	2.87	.....	40,932 31	20,466 15	4/28/11	100	1/23/12	2.87	16	28	26,967
899	West....	5.69	.....	80,667 69	40,333 84	4/25/11	100	1/ 8/13	5.69	14	24	46,754
900	West....	4.26	.....	56,235 61	28,117 81	4/27/11	100	9/10/12	4.26	†16	24	41,316
901	West....	1.92	.....	24,788 27	12,394 13	4/29/11	100	1/23/12	0.08	†20	32	1,000
									1.84	16, †20	32	20,667
902	Broome.	5.29	.....	63,300 00	37,980 00	4/29/11	100	1/ 8/13	5.29	14	20–24	43,440
903	Steuben.	2.07	.....	21,450 00	12,441 00	4/25/11	100	2/14/12	2.07	14	21–24	17,006
904	Steuben.	1.64	.....	16,952 59	8,984 87	4/27/11	100	12/21/12	1.64	14, 16	28	14,643
905	Steuben.	3.90	.....	45,231 59	28,495 90	4/27/11	100	1/19/12	3.90	14	22–24	32,063
906	Steuben.	5.98	.....	81,399 77	49,305 47	4/29/11	100	9/26/13	5.98	14	22–24	49,122
									2.69	14	22–24	22,069
907	Steuben.	4.13	.....	52,156 06	27,642 71	4/29/11	100	12/21/11	1.27	14	22–24	10,481
									0.17	14	22–24	1,400
908	Madison	2.07	.....	58,722 45	15,817 69	6/12/11	100	10/15/12	1.03	25	28	15,938
									1.04	16	28	9,753
909	Putnam.	4.46	.....	57,334 46	28,667 23	4/25/11	100	1/23/12	4.46	14, 16	26, 28	38,315
909A	Putnam.	0.13	.....	2,179 99	1,527 59	3/30/15	100	7/31/15	0.13	14	24	1,111
910	Suffolk..	3.86	.....	46,539 36	23,269 68	6/13/11	100	1/ 8/13	3.86	16	28–30	36,232
911	Suffolk..	3.04	.....	40,955 20	20,477 60	12/ 4/11	100	12/10/12	3.04	16, †23	30	28,709
912	Suffolk..	6.69	.....	84,011 75	42,005 87	5/26/11	100	1/18/13	6.69	16	30	62,809
913	Erie....	1.82	.....	43,646 71	21,823 36	4/25/11	100	9/12/12	1.82	16	32	17,163
914	Erie....	3.63	.....	85,690 03	42,845 01	4/27/11	100	9/ 4/12	3.63	16	32–52	34,177
915	Erie....	1.46	.....	73,387 65	15,059 03	4/26/11	100	10/25/12	1.46	35, 40	36, 40	29,639
916	Erie....	2.30	.....	56,319 31	28,159 65	4/28/11	100	1/ 8/12	2.30	16	32	21,535
917	Erie....	4.11	.....	98,096 13	49,048 06	6/15/11	100	1/18/13	4.11	16	30	38,616
918	Wayne..	1.15	.....	10,205 57	5,202 78	4/25/11	100	2/26/12	1.15	16	12	8,125
									.....		4	2,708

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-26′ highway	Year resurfaced	Miles	Type	Highway No.
Dol..	4	Dol.	2	Asp. (10)		0.725	14,595			Oiled	869
Li.	4	Sy.	2	Asp. (3)		0.873	19,438				870
S. Con. (1) (15).	5	Bitu.	2			1.997	29,989				
											*871
Li.	4	Li.	3	Asp. (3)		1.015	15,880			Oiled	872
S.Con(1,6,16,20)	5	Br. (22)	4			1.870	22,900				
Li.	3	Li.	3	Sc., water		0.838	12,960			Oiled	873
Gn.	3	Gn.	3	Ber. (1)	Trn. (1)	1.092	15,691				874
Gn.	3	Gn.	3	Sc., water	Trn. (1)	0.825	13,184				
Grn.	3	Grn.	3	Sc., water	H. O. (10)	0.605	13,500			Oiled	875
Grn.	3	Grn.	3	Sc., water	C. O. (10)	0.588	13,420			Oiled	876
App. St.	3	Sy.	3	Asp. (1)		0.993	12,520			Oiled	877
Dol.	3	Dol.	3	Asp. (10)		0.718	9,770			Oiled	878
		S. Con. (8).	5		Li. Sc., T (17)	1.107	13,914				†879
Li.	3	Li.	3	Asp. (10, 3)		0.825	10,980				880
Sub.	6	Li.	3	Sc., water		0.729	14,765			Oiled	881
Fld.	6	Li.	3	Sc., water		0.754	11,450			Oiled	882
Sub.	7	Li.	3	Sc., water	CaCl.	0.862	13,680			Oiled	883
Sst.	4	Gn.	3	Asp. (10)		0.961	13,419				
Sub.	6	Gn.	3	Asp. (10)		1.008	13,860			Oiled	884
Sub.	†7	Gn.	3	Asp. (10)		1.076	14,498				
App. St.	3	Dol.	3	Asp. (12)		0.849	12,175			Oiled	885
Sst.	3	Sst.	3	Asp. (10)		0.658	14,145				†886
Sst.	3	Sst.	3	Asp. (10)		0.652	11,540			Oiled	†887
Fld.	6	Li.	3	Sc., water	Sc., CO. (10).	0.866	11,450				888
App. St.	4	App. St.	2	Asp. (1)		0.770	10,710				889
App. St.	3	Sst.	3	Asp. (10)		0.724	13,825				890
Qrz., Dol.	3	Qrz., Dol.	3	Asp. (10)		0.710	11,225	1914	5.99	Bit. Mac.	†891
Sst.	3	Anor or Grn	3	Asp. (10)		0.746	10,615				892
Li.	5	Li.	3	Asp. (10)		1.109	14,320			Oiled	†893
Li.	3	Li.	3	Asp. (10)		0.859	11,970				
Li.†	3	Li.	3	Asp. (10)		0.934	13,830				
Fld.	6	Li.	3	Asp. (10)		0.833	12,880			Oiled	894
Li.†	3	Li.	3	Sc., water	H. O. (10)	0.820	12,760				
Li.	3	Li.	3	Trn. (1)		0.917	13,115				895
Li.	2	Sy.	3	Asp. (10)		0.819	13,420				
Old Mac.		Sy.	3	Asp. (10)		0.652	11,850				896
Li.	4	Sy.	3	Asp. (10)		1.031	15,410				
Li.	3	Sy.	3	Asp. (10)		0.925	14,410				
Li.	3	Li.	3	Asp. (10)		0.894	16,840	1914	1.39	Bit. Mac.	897
Tr.	3	Tr.	3	Ber. (1)		1.073	14,083			Oiled	898
Gn.	3	Gn.	3	Asp. (10)		0.716	15,379				899
Gn.	3	Gn.	3	Asp. (10)		0.772	13,290				900
Old Mac.		Gn.	3	Asp. (10)		0.643	9,159			Oiled	901
Gn.	3	Gn.	3	Asp. (10)		0.867	11,282				
Fld.	6	Li.	2½	Sc., water	H. O.† (10)	0.929	13,230				902
Fld.	6	Li.	†2½	Sc., water	CO.	0.713	11,390			Oiled	903
Fld.	6	Gn.	3	Sc., water	H. O.†	0.781	10,600			Oiled	904
Fld.	6	Sst.	3	Ber. (1)		0.954	12,860			Oiled	905
Fld.	6	Sst.	3	Asp. (1)		0.933	14,940	1916	1.06	2½″ Bit. Mac.	906
								1917	1.50	2½″ Bit. Mac.	
Fld.	6	Li.	3	Sc., water	CO. (10)	0.831	14,150				
App. St.	3	Li.	3	Sc., water	CO. (10)	0.747	13,360	1917	3.22	2½″ Bit. Mac.	907
App. St.	3	Li.	4	Sc., water	CO. (10)	0.892	14,720				
S. Con. (11)(20)	5	Br. (17)	4			2.036	24,005				908
Sub.	7	Li.	3	Asp. (1)		1.056	14,805	1915	1.04	Oiled	
Gn.	3	Gn.	3	Asp. (10)		0.673	13,370				909
Tel.	8	Tr.	3	Asp. (10)		1.316	18,120				909A
Tr.	3	Tr.	3	Sc., water	CO. (10)	0.855	11,810			Oiled	910
Cem. Grv.	3	Cem. Grv.	3	Sc., water	HO. (1)	0.699	13,170			Oiled	911
Tr.	3	Tr.	3	Asp. (10)		0.930	12,370			Oiled	912
S Con.(3, 11, 16)	5	Br. (3)	4			1.905	23,580				913
S Con.(3, 15, 16)	5	Br(25,6,20)	4			1.988	23,050				914
S Con. (15, 16).	5	Br. (25, 6, 20, 24).	4			1.883	28,730				915
S. Con. (3).	5	Br. (27)	4			1.934	24,210				916
S. Con. (1)	5	Br. (8)	4			1.952	23,610				917
Sub.	6½	Li.	3	Sc., water		0.738	10,210				918
(shoulders)		Grv.	3			0.114					

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
919	Wayne..	3.87	.....	$26,515 09	$13,257 54	4/27/11	100	12/21/11	3.87	16 { 12	28	27,249
										4	.....	9,083
920	Wayne..	3.00	.....	29,824 17	14,912 08	4/29/11	100	12/20/12	3.00	16 { 12	24, 27	21,096
										4	.....	7,032
921	Ulster...	2.13	.....	35,501 81	17,382 34	4/27/11	100	1/ 2/12	2.13	14-22	22-26	18,996
922	Genesee.	1.85	.....	17,750 99	8,875 49	4/25/11	100	1/23/12	1.85	14	24	15,171
									4.24	14-16	22-30	34,934
923	Genesee.	4.68	.....	47,545 86	23,772 93	4/25/11	100	11/20/12	0.27	14	22-30	2,257
									0.17	14	30	1,360
*924	Erie....	.....	.....	73,300 00	41,048 00	6/12/11	....	.....	6.03	16	22-26	55,675
924A	Erie....	.....	6.03	72,000 00	46,800 00	8/26/16	47	.....	3.52	16	28	33,077
									2.51	14	28	20,584
†925	Erie....	5.39	.....	154,940 70	92,476 03	6/17/11	100	3/30/17	5.39	16	32	50,610
926	Tomp...	4.49	.....	47,658 86	25,686 98	6/27/11	100	12/ 5/12	4.49	14	24	36,920
927	Tioga...	7.39	.....	72,577 63	43,916 00	6/17/11	100	12/ 5/12	7.22	14	22-26	59,327
									0.17	14	26	1,400
*928	Rock...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
929	Essex...	1.45	.....	18,765 34	14,074 00	12/ 6/11	100	12/12/12	0.48	14	22-24	3,937
									0.97	14	28	7,959
930	Clinton..	10.32	.....	3,677 61	2,905 31	12/ 8/11	100	12/12/13	0.32	16	26-44	3,013
931	Oneida..	7.18	.....	96,830 47	53,494 31	6/15/11	100	12/30/13	0.72	16	26	6,768
									6.46	16	26	60,684
932	Oneida..	1.20	.....	14,592 93	7,454 58	6/21/11	100	7/17/12	0.68	16	32	6,360
									0.52	16	32	4,907
933	Oneida..	5.02	.....	72,834 50	40,002 53	6/15/11	100	2/ 5/13	5.02	16	26	47,129
934	Otsego..	4.90	.....	56,798 84	37,808 10	6/17/11	100	12/ 2/13	4.90	14-16	26-30	41,374
935	Otsego..	3.83	.....	39,713 69	26,211 04	6/17/11	100	10/10/12	3.83	14	22-24	31,442
936	Otsego..	4.15	.....	50,173 71	35,623 33	6/17/11	100	1/24/13	4.15	14	24	34,073
937	Lewis...	3.82	.....	43,080 54	29,725 57	6/13/11	100	12/10/12	3.82	14-16	28-32	32,656
									2.38	14	24	19,577
938	Chaut...	5.58	.....	85,136 18	42,563 09	6/14/11	100	1/ 4/15	1.38	14	24	11,356
									1.82	14	28	15,005
939	Chaut...	6.62	.....	85,977 54	51,586 52	6/17/14	100	10/28/15	6.62	7-20	28-38	27,490
										2	.....	7,777
940	Chaut...	4.25	.....	97,414 36	56,047 33	6/15/11	100	10/13/13	4.25	†16	22-28	40,029
*941	Sar'ga...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
942	Wash...	0.66	.....	4,905 81	2,796 31	6/15/11	100	5/ 5/14	0.66	14	24	5,443
943	Mont...	1.38	.....	16,802 10	8,789 36	6/14/11	100	11/14/12	0.89	14	26	7,037
									0.49	14	26	4,029
944	Seneca..	0.72	.....	15,647 19	6,702 25	6/15/11	100	1/ 8/13	0.57	†16-18	26	5,394
									0.15	†18-25	40	2,170
945	Alleg'y..	4.18	.....	44,847 76	29,399 75	5/ 7/12	100	1/20/13	0.41	24	30	5,715
									3.77	14	24	30,968
946	Chem'g.	1.98	.....	24,608 03	12,304 01	6/20/11	100	10/10/12	1.98	14-16	24-32	18,287
†947	Erie....	10.14	.....	136,473 73	71,457 92	6/21/11	100	1/30/13	9.02	16	24-32	84,753
									1.12	16-17	32-42	10,641
									1.52	16	24-28	14,252
948	Albany..	3.56	.....	47,671 70	23,810 85	6/13/11	100	1/ 8/13	1.74	16	28	16,336
									0.19	16	28	1,805
									0.11	16	28	1,004
948A	Albany..	0.17	.....	2,187 95	1,422 17	7/12/16	100	11/23/16	0.17	16	26	1,570
949	Renss...	0.29	.....	5,759 08	3,399 04	4/26/12	100	1/ 8/13	0.29	16	28-32	2,704
950	Frank...	0.79	.....	8,253 42	5,367 97	12/ 7/11	100	1/18/13	0.79	16	32	7,406
†951	Dela....	2.37	.....	30,167 58	24,312 12	12/ 4/11	100	7/23/13	2.37	14-16	24-28	20,043
952	Dela....	4.65	.....	52,548 48	39,335 53	12/ 7/11	100	1/ 8/13	1.09	14-24	22-30	10,481
									3.56	14	26	29,202
953	Nassau..	6.96	.....	21,785 34	11,160 47	12/ 6/11	100	9/ 2/14	0.92	8, 16	28	8,937
									†0.04	16	37	378
†954	Greene..	0.46	.....	6,000 00	4,020 00	4/24/12	100	1/18/13	0.46	16	32	4,297
955	Madison	0.42	.....	8,346 45	4,867 52	12/14/14	100	10/19/15	0.42	14	26	3,176
956	Albany..	0.46	.....	14,916 35	5,106 78	6/11/12	100	10/27/13	0.14	37	37	1,689
									0.32	16-27	26-32	4,402
957	Albany..	0.47	.....	7,121 25	3,560 62	6/11/12	100	1/24/13	0.47	16	32	4,390
*958	Cattar..	4.27	.....	.....	.....	12/11/11	100	1/16/13	4.27	14-16	24-28	35,412
†959	Cattar..	3.86	.....	46,358 53	28,988 14	12/11/11	100	1/18/13	3.86	14	24-32	31,920

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Lo	3	Lo	3	Li. Sc., water		0.653	8,310	1917	3.87	2½" Bit Mac	919
(shoulders)		Grv	3			0.280					
Sub	6½	Lo	3	Li. Sc., water		0.780	11,780			Oiled	920
(shoulders)		Grv	3			0.119					
App. St	3	Sst	3	Ber. (1)		0.740	17,303				921
Li	3	Li	3	Asp. (10)		0.722	10,600			Oiled	922
Li	3	Li	3	Sc., water		0.668	11,125				923
		Li	3	Sc., water		0.368	8,305			Oiled	
Li	6	Li	3	Sc., water		0.961	13,875				924*
App. St	3	App. St	3	Asp		0.788	12,160				924A
					Sc., H. O	0.056	735				
		F Con	7-P			1.988	29,650				925
Grv. Con	5	Br. (1, 6, 11, 16)	4			2.643	28,020				926
Sub	6	Li	3	Sc., water	CO. (10)	0.722	11,630			Oiled	927
Sub	6	Li	3	Sc., water	CO. (10)	0.801	10,840			Oiled	*928
Old Grv. road		Li	3	Sc., water	CO. (10)	0.488	7,900				929
Fld	†6	Li	3	Asp. (3)		0.822	13,390				930
Li	†4	Li	3	Asp. (3)		0.924	14,340				931
Li	3	Li	3	Asp. (3)		0.761	11,230				932
Fld	†6	Li	3	Asp. (1, 3)		1.013	13,880			Oiled	933
Li	3	Li	3	Asp. (1, 3)		0.966	13,440				934
OldMac.App.St.	2½	Sy. or Tr.	3	Asp. (3)		0.950	11,770				935
App. St	3	Sy. or Tr.	3	Asp. (3)		0.986	12,105				936
Li., Fld	3	Li	3	Asp. (1)		0.959	14,510				937
App. St	4	Li	3	Sc., water	H. O. (10)	0.733	12,230				938
Sub	6	Li	3	Sc., water	CO	0.778	11,420			Oiled	939
Sub	6	Li	3	Sc., water	CO. (10)	1.033	13,690				940
App. St	4	Li	3	Asp. (10)		0.869	11,820			Oiled	*941
Grv	6	Grn	3	Asp. (3)		0.824	13,815				942
Grv	4	Grn	3	Asp. (3)		0.735	12,980				943
Grv. Con. (2)	5	Br. (34)	4			1.832	23,280				944
S. Con. (1, 6, 16)	5	Br. (11)	4			2.060	23,540				945
(shoulders)		Grv	av2½			0.071					946
S. Con. (16)	5	Br. (15)	4			1.709	22,860				†947
Li	3	Li	3	Sc., water		0.518	7,430				948
Sst	3	Sst	3	Asp. (10)		0.675	12,930			Oiled	948A
Sst	3	Sst	3	Asp. (10)	H. O. (10)	0.669	12,920				949
Sub	7	Li. & Sy.	3	Asp. (10)		1.096	17,090				950
S. Con. (16)	5	Br. (17)	4			2.121	26,710				951
Fld	6	Li	3	Asp. (4)		0.885	12,050				952
Fld	6	Li	3	Sc., water	H. O. (4)	0.794	11,190				953
Fld	6	Li	3	Sc., water	H. O. (4)	0.947	12,150			Oiled	954
Li	5	Li	3	Asp. (13)		0.922	11,730				†955
S. Con. (13)	5	Br. (11)	4			2.283	24,310				956
Fld	6	Li	3	Asp. (1)	H. O. (10)	1.015	14,130			Oiled	957
Li	3	Li	3	Asp. (1)		0.870	12,770			Oiled	958*
Li	3	Li	3	Sc., water	H. O. (10)	0.648	10,680			Oiled	959
Li	6	Li	3	Asp. (1)		1.122	15,130			Oiled	
Li	4	Li	3	Sc., water	Ca. Cl	0.742	12,975				
Qrz	†4	Qrz	3	Asp. (10)	H. O. (10)	1.213	19,420				
App. St	3	Grn	3	Ber. (1)	Trn. (1)	0.813	10,150			Oiled	
Sub	6	Sst	3	Asp. (10)		0.817	13,742			Oiled	
S. Con. (8)†	5	Sst	2	Asp. (10)		1.488	17,080				
Sub	6	Sst	3	Asp. (10)		0.768	10,321				
App. St	3	App. St	3	Asp. (10)		0.942	16,939				
S.Con. (1,17,22)	5	Br	4			1.810	29,714				
Sst	3	Sst	3	Asp. (10)		0.875	12,930				
Sub	9	Li	3	Sc., water	Glu	0.909	20,360			Oiled	
S. Con. (8)(9)	6	Grn. Blk	4			3.300	43,490				
App. St	3	App. St	3	Asp. (1)		0.816	20,170				
Sub	6	App. St	3	Asp. (1)		0.837	16,245	1914	0.43	Brick	
Li	3	Li., Grn	3	Asp. (3)		0.812				Oiled	
S. Con. (16)	6				Sc., H.O.&T.	0.968	13,210				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
†960	Cattar..	2.80	.....	$39,444 47	$26,033 35	4/25/12	100	8/23/13	2.80	14	24-32	23,150
961	Onon...	0.19	.....	3,147 55	1,573 77	6/17/12	100	1/ 8/13	0.19	16	32	1,813
962	Madison	5.09	.....	64,172 03	35,294 62	6/12/12	100	1/ 8/13	5.09	14	28	43,308
963	Broome.	6.02	.....	60,554 83	34,516 25	6/17/12	100	12/16/13	6.02	14-16	24-26	49,102
964	Alleg....	6.10	.....	69,848 84	48,511 90	6/ 1/12	100	2/23/14	6.10	12-16	23-30	40,523
965	Alleg....	.....	.....	108,009 29	65,192 06	6/12/12	100	12/21/14	9.51	12-16	22-24	68,186
									0.33	28	40	6,843
965A	Alleg....	.....	.....	20,884 87	14,509 93	3/29/15	100	11/13/15	9.49	12-16	22-24	67,990
965	Alleg....								9.49	12,16	24	67,990
965A	Alleg....	9.89	.....	128,894 16	79,701 99	.....	....	.....	0.02	16	24	196
									0.33	28,40	28,40	6,840
966	St. Law.	4.05	.....	34,557 90	21,425 90	5/ 4/12	100	7/18/13	4.05	14	26	33,275
967	St. Law.	3.35	.....	32,098 91	18,617 37	4/29/12	100	1/18/13	3.35	14-46	26-46	28,997
†968	St. Law.	4.06	.....	53,131 32	30,816 16	6/12/12	100	12/17/13	4.06	16	26	38,161
969	St. Law.	6.52	.....	73,462 49	42,603 24	6/12/12	100	3/24/14	6.52	14	28	53,549
*970	St. Law.	.....	.....	93,695 40	55,280 28	6/11/12	100	6/25/14	.....	14-16	28	52,602
										14-16	28	32,745
970A	St. Law.	.....	.....	19,936 38	11,762 46	9/14/14	100	1/25/15	.....	14-16	28	32,745
970	St. Law.	10.26	.....	113,631 78	67,042 74	.....	....	.....	10.26	14-16	28	85,346
970A	St. Law.											
971	Onon....	7.69	.....	101,534 23	50,339 83	6/13/12	100	1/25/14	7.69	14-50	26-50	66,230
972	Oswego..	5.67	.....	58,184 58	36,428 46	4/ 5/12	100	10/25/13	2.82	14-24	26-38	23,327
									2.85	14	26	24,212
973	Oswego..	5.21	.....	52,456 26	32,757 99	7/12/12	100	1/26/14	5.21	14	26	42,803
974	Putnam.	6.42	.....	89,100 00	52,569 00	6/12/12	100	12/30/13	6.42	14	24	52,505
975	Wyom..	2.01	.....	29,853 76	15,822 50	4/27/12	100	12/ 2/13	2.01	16	24-30	18,863
*976	Wyom..	.....	.....	43,433 41	25,083 41	6/18/12	....	.....	3.52	16	26	34,682
976	Wyom..	1.66	.....	20,262 04	7,655 30	6/28/16	100	12/ 4/17	1.66	16-20	23-30	16,023
976A	Wyom..	1.86	.....	31,541 24	14,894 63	8/17/17	100	1/ 3/18	1.86	16-30	26-30	19,309
977	Albany..	2.45	.....	73,509 87	36,754 93	4/24/12	100	9/ 4/14	2.45	16	29	22,974
978	Albany..	4.37	.....	47,819 61	28,045 18	4/24/12	100	1/24/13	4.37	16	26	41,074
979	Albany..	8.27	.....	100,201 05	50,085 53	4/25/12	100	1/ 8/13	8.27	16	24-26	77,721
980	Renss...	2.55	.....	30,796 85	15,398 42	5/ 1/12	100	7/ 3/15	2.55	16	26	23,911
981	Renss...	.....	.....	25,636 52	12,818 26	4/25/12	....	.....	1.67	16	26	16,160
981A	Renss...	.....	.....	24,630 25	16,009 66	7/ 1/14	100	2/10/15	0.98	14	26	8,320
									0.49	14	26	4,044
981	Renss...								1.67	16	26	16,160
981A	Renss...	3.14	.....	50,266 77	28,827 92	.....	....	.....	0.98	14	26	8,320
									0.49	14	26	4,044
982	Dela....	13.37	.....	131,774 91	102,659 64	6/11/12	100	12/24/13	13.37	14-16	20-26	111,591
†983	Dela....	2.56	.....	25,289 34	10,552 83	4/24/12	100	9/26/13	2.56	14	24	21,000
984	Frank...	2.06	.....	27,554 14	19,012 36	6/22/12	100	9/16/13	2.06	16	28	19,355
*985	Frank...	.....	.....	82,879 02	54,003 32	6/20/12	100	12/ 7/14	4 86	12	24	34,210
									0 36	12	24	2,504
985A	Frank...	.....	.....	15,572 98	12,458 38	10/17/12	100	8/26/15	0.26	12	24	1,827
									.....	4	.....	835
									4.86	12	24	34,210
985	Frank...	5.98	.....	98,452 00	66,461 60	.....	....	.....	0.36	12	24	2,504
985A	Frank...								0.26	12	24	1,827
									.....	4	.....	835
986	S llivan.	.....	10.97	.....	.....	1/ 7/15	....	.....	.....	14	26	87,360
987	Otsego..	6.43	.....	65,927 52	44,700 51	6/13/12	100	11/ 4/14	6.43	14	24	52,778
988	Nassau..	0.35	.....	5,519 93	2,759 97	4/25/12	100	1/18/13	0.35	16	28-30	2,679
989	Erie....	2.25	.....	94,878 82	26,747 03	4/24/12	100	1/20/13	0.49	16	28	4,634
									2.25	16-†40	28-40	28,637
990	Erie....	1.04	.....	35,912 57	11,612 51	4/24/12	100	1/ 8/13	1.04	24-40	36-40	14,792
991	Erie....	4.64	.....	57,799 97	28,899 98	4/24/13	100	1/ 7/15	4.64	16	32	43,851
992	Wayne..	1.99	.....	24,779 29	12,389 64	4/19/12	100	12/10/12	1.99	14-16	30	17,009
993	Wayne..	1.20	.....	11,764 85	5,882 42	4/25/12	100	1/ 8/13	1.20	16	30	11,291
994	Wayne..	3.45	.....	40,137 29	20,068 65	4/25/12	100	12/19/13	3.45	14	25-30	28,352
†995	Cortl'd..	4.86	.....	59,953 47	37,770 69	4/29/12	100	9/25/13	4.86	12	24-28	34,181
996	Cortl'd..	2.25	.....	23,129 80	13,646 53	4/29/12	100	1/ 8/13	2.25	14	26	18,477
†997	Greene..	6.11	.....	102,520 25	72,956 48	6/13/12	100	12/30/13	6.11	16	23, 26	57,329
998	Greene..	6.27	.....	95,567 60	67,349 92	4/25/12	100	12/19/13	6.27	16	22-26	58.811
999	Schuy...	6.68	.....	73,232 36	51,627 96	4/23/13	100	4/27/14	6.68	14-16	24-30	55,666
*1000	Steuben	.....	.....	52,023 36	32,774 72	4/24/12	100	1/26/14	4.96	14	22-24	40,560

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
S. Con. (4) (11)	5				H. O. (4), T. (16)	0.940	15,580			Oiled	†960
App. St	3	App. St	3	Asp. (1)		1.066	15,940				961
S. Con. (13)	5				Sn., T. (17)	1.019	13,390			Oiled	962
Sub	6	App. St	3	Sc., water	H. O. (10, 3)	0.647	11,090				963
S. Con. (1)	5	Sst	1	T. (17)		0.947	13,230	1915	2.00	Bit. Mac	964
S Con. (5)	5				T. (17)	0.751	11,520				965
S. Con. (5)	5	Br. (22)	4			2.079	23,990				
		Slag	1½	T. (17)		0.249	2,770				965A
S. Con. (5)	5	Sl	1½	T. (17)		1.000	13,960				965
S. Con. (5)	5			T. (17)		0.751	11,920				965A
S. Con. (5)	5	Br. (22)	4			2.079	24,390				
Dol	3	Dol	3	Sc., water	H. O. (10)	0.628	9,300			Oiled	966
Dol	3	Dol	3	Sc., water	H.O.(3), Glu.	0.703	10,000			Oiled	967
S. Con. (1)(2)	6					0.733	13,050				†968
Qst	6	Dol	3	Asp. (1)		0.832	12,065				969
Sub	6	Sst., Grn	3	Asp. (1) (7)		0.833	11,583				*970
Sub	6					0.292	6,505				
		Grn	3	Asp. (1, 7)		0.569	5,676				970A
Sub	6	Grn	3	Asp. (1, 7)		0.844	11,814				970
											970A
S. Con. (13, 16)	5				Sn. H. O. (3), T. (17)	0.844	13,790	1917	3.48	2" BM. MM.-2	971
App. St	4	App. St	2½	Asp. (10)	H. O. (10)	0.843	12,045				972
App. St	4	App. St	2	Sc., water	H. O. (10)	0.617	9,925				
Grv	6	Lo. St	3	Sc., water		0.655	10,840			Oiled	973
Sub	†7	Gn	3	Ber. (1)		0.712	14,245				974
Li	3	Li	3	Asp. (3, 4)		1.037	14,600				975
S. Con	5				T.( )HO ( )	0.868	13,110				*976
Old Con		S. Con	Av.4			0.679	12,005				976
Old Con		F. Con	Av.4			1.525	15,425				976A
S. Con. (8)(9)	5	Br. (22)	4			2.020	24,980				977
Sub	6	Li	3	Sc., water	H. O. (10)	0.628	10,925				978
Sub	6	Sst., Li	3	Sc., water	H. O. (3)	0.713	12,140			Oiled	979
Sst	4	Sst	2½	Asp. (10)		0.712	12,030				980
S. Con. (10)	5				Grv., T (17)	0.554	17,590				981
		F. Con.(10)	6			1.279	17,915				981A
Grv. 6, Sst. 4	10	Sst	3	Sc., water		1.222	17,380				
S. Con.	5				Grv., T. (17)	0.554	13,400				
		F. Con.(10)	6			1.279	20,205			Oiled	981
Grv. 6, Sst. 4	10	Sst	3	Sc., water		1.222	19,670				981A
Sub	6	Sst	3	Sc., water	H. O. (10)	0.612	10,760			Oiled	982
Sub	6	Sst	3	Asp. (10)		0.744	10,890				†983
S. Con. (9)	6				T.(17),Sc.,Sn.	0.968	13,250	1915	2.07	Bit. Mac	984
Gab. & Sy	3	Gab. & Sy.	3	Asp. (7, 1)		0.805	20,120				*985
Sub. 12", St. 2"	14					1.357	23,685				
App. St	3	App. St	3	Asp. (7, 1)		0.951	19,865				985A
(shoulders)		App. St	6			0 861	19,015				
Gab. & Sy	3	Gab. & Sy.	3	Asp. (7, 1)		0.805	19,930				
Sub. 12", St. 2"	14					1.357	25,110			Oiled	985
App. St	3	App. St	3	Asp. (7, 1)		0.951	21,290				985A
(shoulders)		App. St	6			0.861	20,440				
Sub	8	Sst	3	Sc., water		0.523	13,370				986
Fld	6	Sst	3	Sc., water	H. O. (10)	0.733	11,305			Oiled	987
App. St	3	App. St	3	Asp. (10)	H. O. (10)	1.383	18,085				988
S. Con. (16)	5	Br. (32)	4			1.740	24,335				989
S. Con. (16)	†6½	Br. (32)	4			1.930	26,125				
S. Con. (11,16)	5	Br. (11)	4			1.862	23,380				990
S. Con. (16)	6	Sn	1	T. (17)		0.773	12,020				991
S. Con. (6)	6				Sc., T. (17)	0.963	13,070				992
Grv	7	Grv	2	Sc., water	H.O.(10),Glu.	0.690	9,710				993
S. Con. (16)	6				Sc., T. (17)	0.921	12,585				994
Sub	6	App. St	3	Asp. (10)		1.049	15,000			Oiled	†995
Sub	8	Lo. St	3	Sc., water	H. O. (4)	0.845	11,270				996
Sub	6	Sst	3	Asp. (10)		0.911	16,830			Oiled	997
Sub	6	Sst	3	Asp. (10)†		0.769	15,300				998
Sub	6	Li	3		Glu. HO. (10)	0 854	11,910			Oiled	999
Sub	6					0.407	11,495				1000*

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1000A	Steuben	.....	.....	$60,555 81	$41,177 95	2/20/14	100	12/28/14	4.96	14	22½	40,560
									1.99	14	24	16,600
1000	Steuben	6.95	.....	112,579 17	73,952 67	.....	....	.....	4.96	14	22½–24	40,560
1000A	Steuben								1.99	14	24	16,425
1001	Tomp...	6.45	.....	59,471 33	34,036 93	4/27/12	100	8/10/15	6.45	14–16	26	55,680
1002	Tomp...	2.52	.....	34,454 59	17,909 82	4/29/12	100	1/20/13	1.31	16–32	28–36	14,131
									0.37	16	26	3,465
									0.84	14	24	6,837
1003	Tomp...	1.17	.....	14,173 49	7,653 68	6/15/12	100	10/27/14	1.17	16	28–31	11,019
1003A	Tomp...	0.20	.....	3,226 72	2,129 63	6/10/14	100	10/29/14	0.20	16	28	1,956
1004	Tomp...	4.58	.....	48,466 62	28,582 08	6/15/12	100	11/ 4/14	4.58	14	24	37,662
1005	Schuy...	6.55	.....	54,017 97	39,433 12	7/20/12	100	6/ 2/14	6.55	14	24	53,823
1006	Dutch..	2.97	.....	42,018 56	21,009 28	6/13/12	100	7/23/13	2.97	16	26	27,840
1007	Dutch..	2.72	.....	31,605 65	15,802 82	4/29/12	100	11/20/12	2.72	14, 16	26, 32	23,084
1008	Clinton..	1.28	.....	16,886 18	11,820 33	4/19/12	100	12/12/12	1.28	14	28	10,524
1009	Monroe.	0.52	.....	6,631 17	3,315 58	5/28/12	100	12/ 2/13	0.52	16	32	4,992
1010	Livings..	0.98	.....	16,062 59	8,031 30	5/ 4/12	100	9/ 2/13	0.98	16	32	9,262
1011	Chautau.	4.70	.....	72,637 64	41,403 45	4/24/12	100	7/21/15	4.70	8	30	24,960
									0.40	16	32	3,735
1012	Chautau.	1.79	.....	34,108 62	19,745 76	4/24/12	....	.....	1.24	16	26	11,615
									0.15	16	26	1,400
1012A	Chautau.	1.51	.....	22,316 96	14,506 02	7/16/15	100	10/30/16	1.51	16	30	14,185
1013	Chem...	0.19	.....	3,339 75	2,438 02	4/27/12	100	1/ 8/13	0.19	16	28	1,764
1014	Chen....	0.08	.....	1,484 22	1,098 32	4/24/12	100	7/24/12	0.08	16	26	711
1015	West....	7.24	.....	110,100 22	52,831 67	6/14/12	100	12/ 6/14	7.24	14–18	24	62,411
									3.60	14	26	29,579
1016	Cayuga	7.79	.....	137,717 53	68,385 61	4/25/12	100	3/25/14	1.03	16–45	30–45	13,516
									3.13	14–16	26–30	25,897
1017	Essex...	6.12	.....	92,275 14	62,105 05	3/16/14	100	2/ 5/15	0.51	16	26	4,823
									5.61	14	26	47,099
1018	Suffolk.	6.79	.....	77,202 23	38,601 11	4/26/12	100	1/ 8/13	6.79	16	30	63,784
1019	Rock....	4.47	.....	59,877 02	29,938 51	6/24/12	100	10/ 1/13	3.88	14	28	32,094
									0.59	14	28	4,870
1020	Lewis...	4.61	.....	53,636 38	41,646 66	6/19/12	100	12/30/13	4 61	14–19½	19½–28	37,951
*1021	Warren..	.....	.....	3,406 80	2,473 91	6/12/12	....	.....	3.52	.....	20–24	.....
1021A	Warren..	.....	.....	47,998 00	35,231 35	2/20/14	100	1/ 8/15	3.52	14	20–24	28,944
1021	Warren..	3.52	.....	51,404 80	37,705 26	.....	....	.....	3.52	14	20–24	28,944
1021A												
1022	Madison.	3.18	.....	36,281 05	19,954 58	6/12/12	100	8/ 8/13	3.18	14	26	14,220
										14	26	11,880
1023	Warren..	6.36	.....	73,608 95	57,917 29	6/13/12	100	7/ 2/15	6.36	14	24	52,204
1024	Cattar..	0.77	.....	30,969 40	9,749 27	6/13/12	100	6/24/14	0.77	16–30	30–32	12,727
1025	Hamilt..	7.75	.....	124,136 88	99,309 50	6/11/12	100	8/17/15	7.75	16	26	72,760
1026	Chaut...	.....	3.99	115,000 00	74,750 00	5/10/15	73	.....	3 99	16	26–30	37,500
1027	Chaut...	.....	4.34	67,700 00	44,005 00	7/21/16	58	.....	4.34	10	28	25,437
1028	Schenec.	1.39	.....	18,262 55	11,870 66	6/17/12	100	12/10/12	1.39	16	24, 26	13,080
1029	Schenec.	4.16	.....	48,889 61	31,778 25	6/11/12	100	9/26/13	4.16	14	26	34,202
1030	Living...	1.25	.....	22,804 23	10,530 00	6/15/12	100	10/29/14	1.25	16–56	32–59	13,640
1031	St. Law.	4.00	.....	50,342 23	36,246 40	6/12/12	100	11/30/13	4.00	12, 16	24, 32	29,315
1032	St. Law.	5.37	.....	64,250 46	46,260 33	6/17/12	100	2/23/14	4.36	14–16	26–32	36,084
									1.01	16	32	9,497
1033	St. Law.	1.00	.....	54,473 70	13,819 23	6/14/12	100	12/16/13	1.00	20–45	30–54	13,973
									0.60	9–19	.....	3,204
1034	Erie....	4.20	.....	54,135 25	35,187 92	6/12/12	100	12/30/13	4.20	16	28–32	39,399
1035	Erie....	.....	.....	1,499 07	974 40	6/17/12	....	.....	3.11	.....	.....	.....
1035A	Erie....	.....	.....	58,302 84	37,896 84	7/31/14	100	10/19/16	0.52	16	32	4,875
									2.59	14	28	21,343
1035	Erie...	3.11	.....	59,801 91	38,871 24	.....	....	.....	0.52	16	32	4,875
1035A	Erie...								2.59	14	28	21,343
1036	Erie....	3.77	.....	68,968 77	44,829 70	6/12/12	100	12/ 4/14	3.77	14	28	31,272
1037	Erie....	0.71	.....	34,109 44	12,183 98	6/ 3/12	100	7/ 5/14	0.71	30	30	13,023

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–23' highway	Year resurfaced	Miles	Type	Highway No.
.....	....	Sst.....	3	T. (17).....	.....	0.684	8,574	.....	.....	.....	1000A
Sub.....	6	Sst.....	3	T. (17).....	.....	1.100	12,479	.....	.....	.....	
Sub.....	6	Sst.....	3	T. (17).....	.....	1.100	9,313	.....	.....	.....	1000
Sub.....	6	Sst.....	3	T. (17).....	.....	1.109	9,313	.....	.....	.....	1000A
Sub.....	6	App. St...	3	Sc., water.....	HO. (10)....	0.604	9,060	.....	.....	.....	1001
Grv.Con.(d)(20)	4	Li.....	†3	Asp. (3).....	HO. (3).....	1.126	14,060	.....	.....	.....	
Grv.Con.(d)(20)	4	Li.....	2½	Asp. (3).....	HO. (3).....	1.068	13,515	.....	.....	Oiled.....	1002
Fld.....	6	Li.....	2½	Asp. (3).....	HO. (3).....	0.857	11,535	.....	.....	.....	
Sub.....	6	App. St...	3	Sc., water.....	HO. (10)....	0.727	12,090	.....	.....	Oiled.....	1003
Sub.....	6	App. St...	3	Sc., water.....	HO. (2).....	0.847	16,130	.....	.....	Oiled.....	1003A
Sub.....	6	Sst.....	3	Sc., water.....	HO. (11)....	0.714	11,410	.....	.....	Oiled.....	1004
Sub.....	6	.....	....	HO. (10).....	.....	0.591	9,350	.....	.....	Oiled.....	1005
Qrz.....	4	Qrz.....	3	Asp. (1) (10)...	.....	0.770	14,150	.....	.....	.....	1006
Li.....	3	App. St...	3	Sc., water.....	HO (10), Glu.	0.693	15,620	.....	.....	.....	1007
S Con. (6,15)..	6	.....	....	.....	T. ( ) HO. (3)	0.871	14,210	.....	.....	.....	1008
App. St.....	6	Li.....	3	Asp. (10).....	.....	0.881	12,570	.....	.....	.....	1009
App. St.....	3	App. St..	3	Sc., water.....	HO. (4).....	0.697	14,440	.....	.....	.....	1010
Grv.Con.(h)(16)	5	Br. (19)...	4	.....	.....	1.764	22,450	.....	.....	.....	1011
Sc.Grv.Con.(h) (16).....	5	Br. (19)...	4	.....	.....	1.765	23,800	.....	.....	.....	1012
Sc.Grv.Con.(h) (16).....	5	App. St...	3	Asp. (10).....	.....	1.180	18,310	.....	.....	.....	
Sc.Grv.Con.(h) (16).....	5	.....	....	.....	.....	0.465	11,590	.....	.....	.....	
.....	....	F Con. (15)	7P	.....	.....	1.187	14,610	.....	.....	.....	1012A
App. St.....	6	Tr.....	3	Asp.....	.....	1.506	17,645	.....	.....	.....	1013
Sub.6, App.St. 2	8	App. St...	3	Asp.....	.....	1.259	19,275	.....	.....	Oiled.....	1014
S Con. (d) (10).	6	.....	....	.....	Sc., Sa.T.(17)	0.930	15,930	.....	.....	Oiled.....	1015
Sub.....	8	Li.....	3	Asp. (10).....	.....	1.005	15,370	.....	.....	.....	
S. Con.(h)(1,16)	5	Br. (25)...	4	.....	.....	2.029	24,990	.....	.....	.....	1016
S. Con.(h)(1,16)	5, 6	.....	....	A. (19)T.(17)..	.....	0.904	14,425	1915	3.14	Bit. Mac....	
S Con. (d) (8)...	5	Grn. Blk..	4½	.....	.....	3.036	34,770	.....	.....	Oiled.....	1017
Sub. 6, "Sst. 2"	8	Sst.....	3	Sc., water.....	.....	0.878	14,048	.....	.....	.....	
Cem. Grv.....	3	Cem. Grv.	3	Sc., water.....	HO. (10)....	0.952	11,200	.....	.....	Oiled.....	1018
S Con. (d)(6)..	6	.....	....	.....	HO(10)T.(16)	0.910	14,190	.....	.....	.....	1019
App. St.....	3	Tr.....	3	Asp. (10).....	.....	0.913	14,220	.....	.....	.....	
Fld.....	3	Fld.....	3	Asp. (7).....	.....	1.005	12,670	.....	.....	Oiled.....	1020
.....	....	.....	....	.....	.....	.....	140	.....	.....	.....	*1021
App. St.....	Av.4	App. St...	3	Asp. (10).....	.....	0.921	14,905	.....	.....	.....	1021A
App. St.....	Av.4	App. St...	3	Asp. (10).....	.....	0.921	15,045	.....	.....	.....	1021 1021A
Sc. Grv. Con. (d) (13).....	5	.....	....	.....	Sn. T. (17)...	0.871	11,890	.....	.....	.....	1022
Sc. Grv. Con. (d) (13).....	6	.....	....	.....	Sn. T. (17)...	1.016	13,259	.....	.....	.....	
Sub.....	6	Gn.....	3	Asp. (8).....	.....	0.724	12,430	.....	.....	.....	1023
Grv. Con. (16)	5	Br. (32)...	4	.....	.....	1.746	25,380	.....	.....	.....	1024
Gab. or Sy.....	3	Gn.....	3	Asp. (1).....	.....	1.009	16,010	.....	.....	.....	1025
Grv.Con(d)(14)	5	Br. (15)...	4	.....	.....	2.176	28,800	.....	.....	.....	1026
F Con. (c) (16).	4	FCon(b)16)	2-P	.....	.....	1.457	20,455	.....	.....	.....	1027
Sst.....	6	App. St...	3	Asp. (10).....	.....	0.828	13,140	.....	.....	Oiled.....	1028
Sub.....	6	Sst.....	3	Asp. (10)†....	.....	0.763	12,640	.....	.....	.....	1029
Grv.Con(h)(13)	5	.....	....	.....	T. (16), HO.	0.872	16,590	.....	.....	.....	1030
Sub.....	6	Grn.....	3	Asp. (1).....	.....	0.960	16,240	.....	.....	Oiled.....	1031
Sub.....	6	Grn.....	3	Sc. Water.....	Glu. HO. (3).	0.863	12,060	.....	.....	Oiled.....	1032
Sub.....	6	Grn.....	3½	Asp. (1).....	.....	1.142	14,680	.....	.....	.....	
S Con. (d) (9)..	5	Br. (9)....	4	.....	.....	1.966	28,215	.....	.....	.....	1033
S Con. (d) (9)..	5	Br. (9)....	4	.....	.....	1.965	28,205	.....	.....	.....	
Li.....	4	Li.....	3	Asp. (7).....	.....	0.985	14,020	.....	.....	Oiled.....	1034
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	1035
S Con. (d) (11, 13).....	Av.6	Br. (4, 15).	4	.....	.....	2.300	28,350	.....	.....	.....	1035A
Lo. Li.....	5	App. St...	3	Asp. (10).....	.....	1.224	18,250	.....	.....	.....	
S Con. (d) (11, 13).....	Av.6	Br. (4, 15).	4	.....	.....	2.300	28,510	.....	.....	.....	1035
Lo. Li.....	5	App. St...	3	Asp. (10).....	.....	1.224	18,400	.....	.....	.....	1035A
Li.....	Av.4	Li.....	3	Rock Asp.....	.....	1.559	19,880	.....	.....	.....	1036
Grv. Con. (1)..	5	Br. (32)...	4	.....	.....	1.607	30,195	.....	.....	.....	1037

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

ee pa ge 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1037A	Erie	0.39	.....	$20,063 92	$13,291 35	12/14/14	100	2/ 2/16	0.39	16	26-32	3,729
1038	Erie	2.89	.....	48,848 42	31,751 47	6/12/12	100	1/26/14	2.89	16	28	27,204
									0.13	34	34	2,767
1039	Onon	11.10	.....	129,790.42	81,366 57	6/11/12	100	10/10/13	1.21	14	26	9,940
									9.76	14-16	26	81,756
1040	Onon	0.49	.....	7,976 69	5,184 85	6/22/12	100	11/ 6/12	0.49	16	26	4,617
1041	Onon	6.08	.....	81,934 47	53,257 41	6/ 8/12	100	1/26/14	6.08	14	26	49,943
1042	Onon	4.24	.....	45,805 48	29,773 56	6/27/12	100	9/—/13	4.24	14, 16	26	35,748
1043	Onon	1.35	.....	18,646 65	12,120 32	7/28/13	100	1/26/14	1.35	16	30-40	13,313
1044	Onon	1.02	.....	21,451 77	13,200 82	6/17/12	100	9/26/13	0.19	35	37	1,792
									0.83	16, 34	23, 34	7,920
1045	Niagara	5.13	.....	60,023 97	39,018 83	6/22/12	100	10/23/17	5.13	16	32	48,190
1046	Oswego	2.79	.....	37,433 04	25,454 47	6/15/12	100	11/12/13	2.79	14	26	23,082
									1.22	28	28	25,513
									0.06	34	34	1,207
1047	Oswego	3.10	.....	135,878 01	48,339 47	6/ 4/12	100	1/22/13	1.47	16-28	28-30	18,969
									0.35	24	24	6,358
1048	Suffolk	3.87	.....	51,600 00	33,540 00	6/12/12	100	.....	3.87	16	28-32	36,320
1049	Renss	0.51	.....	38,895 02	5,623 51	7/ 2/12	100	2/16/13	0.51	40	40	12,353
1050	Renss	1.58	.....	22,152 82	9,738 76	6/12/12	100	12/ 2/13	1.58	16, 24	24, 32	16,562
									0.94	16	28-36	8,759
1051	Dutchess	1.28	.....	25,658 95	14,338 29	5/28/14	100	1/13/15	0.04	16	28	336
									0.30	16	28	2,862
									.....	9	.....	700
1052	West	4.68	.....	61,913 23	40,243 60	12/14/14	100	7/ 5/16	4.15	14	22-26	34,094
									0.53	14	26	4,370
1053	West	1.46	.....	30,852 41	20,054 07	8/27/13	100	4/27/14	1.45	16	30	13,591
									0.01	16	30	69
1054	Genesee	.....	3.88	48,300 00	31,395 00	1/ 7/15	53	.....	3.88	14	24	31,838
*1055	Wyom	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1056	Wyom	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1057	Wyom	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1058	Wayne	.....	2.25	19,200 00	14,560 00	7/14/16	29	.....	2.25	12	26	15,863
1059	Wayne	.....	1.88	20,400 00	13,260 00	2/26/17	52	.....	0.44	12	24	3,065
									1.44	12	24	10,191
1060	Wayne	.....	6.41	68,400 00	44,460 00	7/17/16	92	.....	6.41	12	26-28	45,160
1061	Chaut	0.59	.....	19,577 51	7,256 55	8/ 4/13	100	1/15/14	0 59	16-30	30	7,394
1062	Chaut	1.59	.....	53,096 26	23,860 75	5/ 7/15	100	8/ 7/16	1.59	14	30	20,282
1063	Erie	2.55	.....	58,446 95	29,223 47	8/ 4/13	100	10/29/14	2.55	16	32	24,191
1064	Erie	4.03	.....	55,867 38	36,313 80	11/ 4/14	100	10/ 3/16	2.48	14	32	20,519
									1.55	14	32	13,544
1065	Erie	1.67	.....	38,340 47	24,921 30	8/ 4/13	100	3/ 3/14	1.67	16	32	15,653
									1.81	16, 30	30, 32	20,088
1066	Erie	6.56	.....	159,597 05	98,498 99	11/ 4/14	100	8/ 7/17	4.60	16	32	43,216
									0.15	16	32	1,423
1067	Erie	4.08	.....	99,070 64	59,381 32	12/14/14	100	10/26/16	4.08	16-28	28	40,680
1068	Onon	3.12	.....	43,083 93	28,004 55	1/30/14	100	6/28/15	3.12	14	26	25,639
1069	Onon	.....	.....	4,069 45	2,645 14	8/12/13	100	11/26/13	0.32	16	30	3,141
1070	Onon	1.68	.....	19,489 34	12,668 07	8/12/13	100	7/ 7/14	1.68	14-16	26-32	14,287
1071	Onon	1.99	.....	25,318 71	16,457 16	8/ 4/13	100	10/15/14	1.99	14	26	16,385
									1.44	14	26	11,822
1072	Onon	.....	3.06	74,000 00	48,100 00	6/18/15	59	.....	0.62	14	26	5,102
									1.00	14	26	8,213
									0.15	29	29	2,500
									4.73	16	24-28	44,209
1073	Onon	.....	7.23	118,700 00	72,540 00	6/18/15	75	.....	1.67	14	28	13,731
									0.23	16	30	1,995
									0.45	14	24	3,672
									0 50	16-35	24-45	7,573
1074	Onon	1.91	.....	.....	.....	6/29/15	100	10/17/17	1.09	16	24	10,222
									0.24	16	28	2,222
									0.06	16	28	532

* See list by counties.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
S Con. (d) (16)	6	Br. (32)	4			2.022	47,607				1037A
Li	3	Li	3	Asp. (7)		1.055	16,630				1038
Grv.Con (h)(13)	5	Br. (14)	4			2.194	23,770				
Grv.Con (h)(13)	5				T. (17)	0.827	10,930	1917	2.61	2" Bit Mac.	1039
Grv.Con (h)(13)	6				T. (17)	0.827	10,930				
Li	4	Li	3	Asp. (1)		0.955	16,280				1040
Li	4	Li	2	Asp. (1), (7)		0.849	14,490			Oiled	1041
Li	4	Li	2	Asp. (7)		0.805	11,580			Oiled	1042
Grv. Con. (d)(5)	5				T. (17), Grv.	1.061	14,425	1917	1.31	2½" Bit. Mac.	1043
S Con. (3)	5	Br. (17)	4			2.294	31,540				1044
App. St	4	Li	2	Asp. (1)		0.767	17,230				
Li	3	Li	3	Asp. (1), (7)	HO. (2)	0.925	12,720				1045
S Con. (d) (1)	6				T. (17)	0.810	13,100				1046
Grv. 9, Grv. Con. (h)(1) 5.	14	Br. (3)	4			2.237	33,010				
Grv. 9, Grv. Con. (h)(1) 5.	14	Med. Blk.	5			2.947	39,110				
Grv. 9, Grv. Con. (h)(1) 6.	15				Asp. (19)	1.320	23,840				1047
Grv. 9, Grv. Con. (h)(1) 7.	16				T. (17)	1.367	24,280				
Cem. Grv	3	Cem. Grv.	3		Sn. HO. (9)	0.939	12,575				1048
Grv.Con (h)(10)	6	Br. (22)	4			2.118	42,010				1049
Li	4	Li	3	Asp. (1)		0.833	13,110				1050
Dol. Li	5	Tr	3	Asp.(2),MM. 1		1.440	18,305				
Dol. Li	8	Tr	3	Asp. (2), MM. 1		1.633	20,585				1051
Sub. 6, Dol. Li. 2	8	Tr	3	Asp. (2), MM. 1		1.433	18,235				
App. St	9	Tr	3	Asp. (2), MM. 1		1.135	15,435				
Gn	4	Gn	3	HC. T. (17)		0.874	14,085				1052
Sub. 8", Gn. 2"	10	Gn	3	HC. T. (17)		1.374	18,785				
(Old Mac.)		Asp. Blk.	3			1.600	21,205				1053
(Old Mac.)		Sst	3	Sc. water		1.020	15,690				
Slag	5	Li	3	Sc., water		0.921	13,720				1054
											*1055
											*1056
											*1057
Grv	6	Grv	3	Water	C. T	0.563	9,851				1058
Grv	6	Lo. Li	3	Water		0.783	12,000				1059
Grv	9	Lo. Li	3	Water		0.925	13,330				
Lo. St	4	Li	3	Sc., water	Ca. Cl	0.939	12,801				1060
Grv. Con. (h)(1)	5	Br. (15)	4			1.806	27,490				1061
S. Con. (e) (16)	6 P.	Br. (3)	4			1.861	27,120				1062
Grv.Con.(g)(14)	5	Br	4			1.859	22,464				1063
Li	5	Li	3	Sc., water		1.055	14,820				1064
Slag	5	Li	3	Sc., water		1.035	14,820				
Grv.Con.(g)(14)	5	Br. (22)	4			1.884	22,699				1065
S Con (d,g) (16)	Av.5	Br. (14, 22, 15)	4			2.094	26,360				
		F Con	8-P			1.110	17,040				1066
S Con (d,g) (16)	Av.6	Med. Blk.	5			3.294	37,630				
S Con.(d)(5,15)	Av 5	Br. (9, 22, 32)	4			1.954	21,660				1067
Li	4	Li	2	Sc., water		0.821	14,770			Oiled	1068
Li	4	Li	2	Asp. (1)		0.875	12,720				1069
App. St	4	App. St	2	Sc., water	Glu. HO	0.872	12,290	1916	1.26	2½" Bit. Mac.	1070
								1917	0.42	2" Amiesite	
Grv. Sub., Grv. Con. (h) (10).	6				T.(16,17)Grv.	0.926	13,791				1071
Li	4	Li	2½	Asp		0.845	21,750				
Li	5	Li	2½	Asp		0.968	22,910				1072
Grv. 6, Li. 5	11	Li	2½	Asp		1.326	26,270				
S Con. (1, 10)	5	Br. (18)	4			2.411	29,572				
Li	5	Li	2½	Asp		1.073	16,013				
Li	3½	Li	2½	Asp		0.923	15,700				1073
Li	2½	Li	2½	Asp		0.674	13,274				
Old Mac		Li	3	Asp		0.475	11,403				
S Con. (1,2,6,9).	5	Br. (18)	4								
Sub	6	F. Con	6	(1, 2, 6, 9)							1074
		F. Con	6	(1. 2, 6, 9)							
Old Mac		Br. (18)	4								

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1075	Cort....	5.25	.....	$51,609 69	$36,126 78	10/16/14	100	12/10/15	5.25	14	26	43,206
1076	Tioga...	4.29	.....	43,069 87	31,868 00	8/27/15	100	9/ 5/17	4.29	14	26	35,227
1077	Tioga...	4.92	.....	40,274 69	29,803 27	8/28/15	100	11/ 8/16	4.72	14	24	38,757
*1078	Tioga...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1079	Tioga...	4.07	.....	33,973 64	25,804 01	10/29/15	100	1/30/17	4.07	14	26	33,463
1080	Wash...	0.94	.....	9,164 02	6,598 09	8/ 4/13	100	1/13/14	0.94	16	26–32	8,808
1081	Wash...	3.34	.....	33,052 95	23,798 12	5/27/15	100	11/23/16	3.34	12	24	23,530
1082	Wash...	1.72	.....	71,786 56	26,932 18	9/19/12	100	2/23/14	1.49	Varies.	Varies.	25,368
									0.23	16	26	2,155
1083	Wash...	0.56	.....	33,929 47	11,559 40	9/15/13	100	12/11/14	0.56	21–35	21–35	10,882
*1084	Niagara.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1085	Niagara.	0.97	.....	42,728 04	9,810 37	8/12/13	100	5/18/14	0.97	30–40	30–40	18,056
1086	Niagara.	0.60	.....	39,376 54	9,147 79	8/12/13	100	12/ 3/14	0.60	30	30	10,912
1087	Niagara.	2.77	.....	70,556 21	28,210 13	9/19/13	100	10/15/14	2.77	16–32	32	30,448
1088	Wyom..	.....	1.53	29,000 00	19,720 00	7/19/15	94	.....	0 50	16	32	4,759
									1.03	16	32	9,701
1089	Frank...	10.72	.....	110,472 57	88,378 05	5/22/14	100	9/23/15	10.72	12–16	24–28	77,279
1090	Frank...	4.35	.....	57,846 35	46,277 08	4/ 4/14	100	12/18/14	2.91	14	26	25,881
									1.44	14	26	11,809
*1091	Allegany	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1092	Lewis...	0.51	.....	25,097 49	11,881 02	8/22/13	100	1/22/14	0.51	25–36	27–38	7,902
1093	Chem...	0.36	.....	20,107 62	4,191 41	9/15/13	100	3/ 3/14	0.36	36	36	7,637
1094	Chem...	1.10	.....	66,507 36	11,705 35	10/ 2/13	100	1/ 4/15	1.10	38	38	26,548
1095	Chem...	1.12	.....	48,049 18	11,602 34	9/10/12	100	11/27/14	1.12	28	30	18,398
1096	Chem...	0.51	.....	29,900 10	5,546 12	10/ 2/13	100	1/ 4/15	0.51	38	38	11,610
1097	Genesee.	.044	.....	8,999 65	5,849 77	8/ 1/13	100	12/19/13	0.44	16	26	4,301
1098	Hamilt..	.....	4.22	54,200 00	43,360 00	6/17/15	10	.....	.....	16	24	39,682
*1099	Hamilt..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1100	Hamilt..	.....	4.54	58,600 00	46,880 00	6/17/15	46	.....	4.54	16	26	42,646
1101	Steuben.	5.21	.....	47,851 36	32,538 93	6/10/16	100	2/ 9/17	5.21	10	22	30,561
1102	Steuben.	9.09	.....	103,980 00	69,836 00	7/16/15	100	12/14/16	9.09	12	24	64,147
*1103	Steuben.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1104	Steuben.	4.09	.....	54,341 20	31,751 99	7/ 7/14	100	12/ 8/15	3.52	10–22	24–28	24,700
									0.57	20–44	26–53	8,477
1105	Albany..	0.75	.....	46,944 58	9,107 53	9/17/12	100	10/17/13	0.75	54	57	23,760
1106	Broome.	5.11	.....	62,707 08	40,759 60	9/17/12	100	4/ 3/14	5.11	16	26	48,060
1107	Oneida..	0.22	.....	3,306 36	2,149 13	7/28/13	100	12/17/13	0.22	16	32	2,165
1108	St. Law.	2.19	.....	31,323 65	17,425 35	7/31/13	100	9/ 2/14	2.19	16–60	32–60	26,533
1109	Wash...	.....	2.06	20,800 00	14,976 00	9/ 1/15	82	.....	1.86	19	24	15,269
									0.20	14	24	1,633
1110	Madison	3.05	.....	32,430 52	22,701 36	11/ 1/15	100	3/ 6/18	3.05	14	26	25,287
1111	Oneida..	0.82	.....	46,144 39	10,280 56	2/27/14	100	1/ 8/15	0.82	16–36	26–36	14,026
1112	Colum..	1.85	.....	24,329 31	15,814 05	3/ 6/14	100	1/13/15	0.30	14	26	2,489
									1.55	14	26	12,696
1113	Colum..	5.80	.....	57,989 85	37,693 40	3/11/14	100	11/30/14	2.92	14	24	23,626
									2.87	14	24	23,909
1114	Dutchess	3.02	.....	46,276 21	30,079 54	8/ 1/14	100	1/13/15	3.02	16	30	28,309
1115	Renss...	2.57	.....	41,609 19	24,690 28	8/30/13	100	1/27/15	2.57	14	26	20,120
§1115A	Renss. }	1.91	.....	30,575 18	19,873 87	6/30/14	100	6/28/15	1.91	14	26	15,647
§1116A	Renss. }											
1116	Renss...	3.74	.....	68,997 49	42,014 62	9/ 2/13	100	2/20/15	3.74	14–40	23–40	37,229
1117	Saratoga	.....	6 10	93,000 00	32,550 00	7/11/16	39	.....	3.05	16	28	28,944
									3.05	12	26	22,527
1118	Warren..	5.84	.....	84,520 63	67,616 50	5/15/14	100	1/10/16	5.84	14	26	48,520
1119	Renss...	.....	.....	3,507 72	1,148 87	8/25/13	....	.....	1.71	.....	.....	.....
									0.90	22, 24½	36, 38½	11,862
1119A	Renss...	.....	.....	77,694 14	20,971 26	6/29/14	100	12/12/14	0.30	30	30	5,688
									0.51	†18–25	22–30	5,069

* See list by counties. † Changed from original plans. § Items combined and let in one contract.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Sub	6	Li	3	Sc., water		0.737	13,690			Oiled	1075
Fld	5	Li	3	Sc., water	Ca. Cl.	0.680	10,835				1076
Fld	5	Li	3	Sc., water	Ca. Cl.	0.609	9,350				1077
											1078*
Fld	6	Li	3	Sc., water	Ca. Cl.	0.628	9,080				1079
Lo. St	3	Lo. St	3	Sc., water		0.572	9,750				1080
Qrz	4	Li	3	Sc., water	HO (10)	0.557	10,950				1081
S Con. (d) (10)	5	Br. (23, 26)	4			2.144	29,388				1082
Sub	6	Grv	2	Sc., water		0.521	14,167				
S Con. (d) (9)	5	Br. (26)	4			2.250	36,971				1083
											1084*
Grv.Con.(g)14)	5	Br. (9)	4			1.873	24,304				1085
S Con. (d) (1)	5	Med. Blk.	6			2.741	40,566				1086
Grv.Con.(g)(14)	5	Br. (9)	4			1.848	22,281				1087
S Con. (d) (11)	6	Br. (22)	4			2.150	26,900				1088
Slag	5	Li	3	Sc., water		0.873	14,910				
Sub	6	Grn. Dol.	3	T. (17)		0.974	12,720				1089
Sy	3	Sy	3	Asp. (7)		0.912	14,270				1090
Sub	6	Sy	3	Asp. (7)		0.952	14,650				
											1091*
S Con. (d) (3, 5, 10)	5	Bitu	2			2.317	29,505				1092
Grv.Con. (d)(3)	5	Br. (32)	4			2.035	29,312				1093
Grv. Con. (d) (13, 14)	5	Br. (10, 21)	4			1.909	30,441				1094
Grv. Con. (d) (8, 13)	5	Br. (10)	4			1.968	31,839				1095
Grv. Con. (d) (6, 13)	5	Br. (14, 22)	4			1.915	31,230				1096
Sc.Grv.Con.(d)	5	App.St.	1½	Asp. (10) MM		1.675	20,459				1097
Sub	6	Grn	3	T. ( )		0.639	13,130				1098
											1099*
Grn	6	Grn	3	Sc., water	HC. T. ( )	0.756	13,050				1100
Sub	6	Li	3	Sc., water		0.821	12,460				1101
Sub	6	Slag	3	Sc., water							1102
											1103*
Grv	5	Grv	3	Li. Sc., water		0.687	12,033				
Sc. Grv. Con. (d) (5)	5	Br. (22)	4			1.990	24,264				1104
S Con. (8, 9)	5	Bitu	2			2.394	23,160				1105
Fld	6	Sst	3	Asp. (10)		0.863	12,290				1106
Li	3	Li	3	Asp. (3)		0.950	15,030			Oiled	1107
Sst. & Grn	3	Sst & Grn	3	Asp. (7)		0.961	11,300				1108
Qrz	4	Qrz	3	Sc., water		0.630	10,810				1109
Sub. 6, Qrz. 4	10	Qrz	3	Sc., water		0.863	13,000				
Sub	6	Dol	3	Sc., water	T. (—)	0.710	11,410				1110
Sc. Grv. Con. (d) (10)	5	Bitu	2			2.231	29,515				1111
Lo. St	5	Qrz	3	Sc., water	Sc.	0.630	12,944				1112
Sub.6", Lo.St.2"	8	Qrz	3	Sc., water	Sc.	0.768	14,243				
Sst	5	Sst	3	Sc., water		0.634	10,870				1113
Fld. 6", Li. 2"	8	Li	3	Sc., water		0.634	10,870				
Sub	6	Qrz	3	Asp. (1)		0.943	13,030				1114
App. St	3	App. St	3	Sc., water	HO. (7)	0.850	24,170	1917	0.95	F Con	1115
Grv., Tr	10	Tr., Li	3	Sc., water	T. (17)	1.207	17,450				1115A§
											1116A§
App. St	Av.4	App. St	3	Sc., water	Tr. HO. (10)	0.829	20,875				1116
App. St	4½	App. St	2½	T		0.943	14,830				1117
Sub.6, App.St. 3	9	App. St	2½	T		1.164	18,910				
Gn	4	Gn	3	T. (17)		0.937	15,576				1118
							2,058				1119
Sc.,Grv.Con.(d) (3)	6	Grn. Blk.	4½	Cem. Grout		3.009	39,796				
Sc.,Grv.Con.(d) (3)	6	Br. (23)	4	Cem. Grout		2.403	22,557				1119A
Tr	3	Tr	3	Asp. (2)		1.196	22,778				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1119	Renss...	}							0.90	22, 24½	36, 38½	11,862
1119A	Renss...	1.71	.....	$81,201 86	$22,120 13	.....	....	.....	0.30	30	30	5,688
									0.51	†18–25	22–30	6,682
1120	Renss...		.....	17,029 26	5,004 73	6/18/15	100	12/20/15	0.35	18–30	22–30	5,069
									0.21	32	32	4,350
1121	Renss...	1.65	.....	63,647 96	21,265 63	8/30/13	100	3/25/15	1.44	16–32	26–32	16,992
1122	Renss...	2.70	.....	28,754 18	18,690 22	8/25/13	100	6/18/14	2.70	14	24–26	22,142
1123	Renss...	0.51	.....	6,698 73	4,098 04	8/25/13	100	6/ 2/14	0.51	16	26	4,789
1124	Erie....	0.75	.....	18,746 82	12,185 43	9/ 6/13	100	11/ 4/14	0.75	16, 20	24–32	7,125
1125	St. Law.	1.24	.....	16,225 18	11,682 13	9/10/13	100	9/ 2/14	1.24	16	32	11,621
1126	St. Law.	7.89	.....	74,048 97	53,315 26	4/ 4/14	100	12/20/15	7.23	12	26	50,900
									0.66	12	26	4,660
									0.21	39	30	3,667
1127	Fulton..	1.73	.....	36,535 05	14,785 91	9/22/13	100	12/15/14	1.19	16	26	11,203
									0.33	16	26	3,159
1128	Schuy...	1.04	.....	13,633 13	10,906 50	9/10/13	100	9/12/14	1.04	14	24	8,537
1129	Jeffers...	2.45	.....	33,496 23	21,772 55	8/28/13	100	12/ 7/14	2.45	14	28	20,108
1130	Jeffers...	0.36	.....	5,121 95	3,329 27	8/28/13	100	12/29/13	0.36	12–16	21, 28	3,390
1131	Jeffers...	2.46	.....	25,505 59	16,578 63	8/26/13	100	10/29/14	2.46	12–14	24	18,897
1132	Jeffers...	2.29	.....	25,552 09	16,608 86	8/23/13	100	10/ 5/14	2.29	12	26	16,147
1133	Jeffers...	4.72	.....	53,031 19	34,470 27	9/ 2/13	100	11/29/14	4.72	14	28	38,726
1134	Jeffers...	0.99	.....	51,716 21	16,135 06	8/22/13	100	11/ 4/14	0.99	16, 30	26, 30	15,295
1135	Niagara.	1.49	.....	14,999 87	9,749 91	9/30/13	100	12/23/14	0.79	16	32	7,467
									0.60	16	32	5,602
1136	Oswego..	0.90	.....	13,307 80	9,049 30	7/29/14	100	12/18/14	0.90	16	30	8,434
									0.08	31, 34	45	539
1137	Oswego..	1.43	.....	20,324 07	10,162 03	2/19/14	100	12/ 8/14	0.36	14	28	2,924
									0.99	14	28	8,134
1138	Oswego..	10.65	.....	18,290 97	12,437 86	9/29/13	100	12/12/14	0.65	16	30	6,136
1139	Ontario.	1.38	.....	16,995 40	11,047 01	5/27/15	100	12/15/15	1.38	16	32	12,884
1140	Mont...	1.87	.....	104,573 91	21,678 40	9/29/13	100	10/29/14	1.87	30–44½	30–44½	35,295
1141	Oneida..	3.37	.....	46,220 09	30,043 06	2/24/14	100	12/28/14	3.37	16	26–28	31,573
1142	Wayne..	0.73	.....	11,208 88	7,285 77	10/ 2/13	100	11/17/14	0.73	16	32	6,822
1143	Saratoga	1.30	.....	21,195 09	12,290 00	3/ 9/14	100	8/25/14	1.30	16–27	24–32	14,335
1144	Oneida..	3.61	.....	50,926 58	33,102 28	2/20/14	100	11/17/14	2.61	16	26	33,862
1145	Onon....	0.76	.....	28,614 38	14,307 19	12/14/14	100	12/28/15	0.18	16	30	1,676
									0.58	16	30	5,567
1146	Albany..	0.18	.....	14,620 38	2,875 08	4/10/14	100	11/18/14	0.18	37	37	3,798
1147	Otsego..	0.20	.....	3,167 42	2,407 24	1/30/14	100	7/20/14	0.20	16	28	1,858
1148	Jeffers...	8.92	.....	72,518 29	47,136 89	4/ 3/14	100	12/ 8/15	3.94	14–16	26–32	34,160
									4.98	14	28–32	40,930
1149	Jeffers...	1.69	.....	20,684 40	13,444 86	5/13/14	100	12/26/14	1.69	12–16	26	13,788
1150	Jeffers...	1.13	.....	12,525 60	8,141 64	5/13/14	100	12/26/14	0.20	12	26	1,335
									0.93	12–16	26	7,898
									0.22	16	28	2,129
1151	Jeffers...	8.23	.....	93,275 17	60,628 86	5/15/14	100	12/28/14	2.42	12–16	24–28	19,675
									5.59	12–16	26, 28	41,820
1152	Colum..	1.18	.....	14,758 34	9,592 92	12/14/14	100	2/16/16	0.93	12	24–22	6,540
									0.25	12	22–24	1,783
1153	Niagara.	1.27	.....	70,651 42	15,177 04	9/ 2/15	100	11/ 8/16	0.30	19–47	19–47	6,155
									0.97	30–70	30–70	21,091
1154	Renss...	0.88	.....	10,030 83	6,520 04	6/18/15	100	2/ 8/16	0.88	14	26	7,307
1155	Wyom..	2.79	.....	60,701 46	28,570 38	3/ 6/14	100	12/21/14	2.18	16	28	20,451
									0.61	28–75	28–75	12,715
1156	Chen....	0.82	.....	16,634 02	6,604 43	7/20/16	100	9/28/17	0.82	16–22	26–30	8,464
1157	Oneida..	13.72	.....	134,754 56	87,590 46	10/16/14	100	4/13/17	10.74	16	28	100,773
									2.98	16	28	27,974
1158	Oneida..	6.68	.....	54,584 78	35,480 11	4/16/15	100	11/14/16	6.68	16	28	62,686
1159	Oneida..	7.76	.....	93,697 54	60,903 40	6/12/15	100	1/ 9/18	7.76	16	28	72,942

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Sc.,Grv.Con.(d) (3)	6	Grn. Blk...	4½	Cem. Grout		3.009	41,559				1119
Sc.,Grv.Con.(d) (3)	6	Br. (23)...	4	Cem. Grout		2.403	35,871				1119A
Tr.	3	Tr.	3	Asp. (2)		1.196	24,541				
Sc.,Grv.Con.(d) (8)	5	Br. (32)...	4			2.047	30,845				1120
Sc. Grv. Con. (d) (10)	5	Grn. Blk	4½			2.691	35,052				1121
Sc. Grv. Con. (d) (10)	5	Br. (32)...	4			2.094	29,443				
Sub.	6	Sst.	3	HO. (10)	Sc. & ¾ St.	0.595	11,411				1122
App. St.	3	App. St...	3	Ber. (1)	Sc.	0.935	13,132				1123
Grv.Con(h)(16)	5	Br. (4) (32)	4			1.760	22,770				1124
Sub.	6	App. St...	3	Asp. (3)		0.702	12,763			Oiled	1125
Sub.	6	Gn.	3	Sc., water		0.622	10,800			Oiled	1126
Gn.	3	Gn.	3	Sc., water		0.702	11,550				
S Con. (d) (16).	5	Br. (17)...	4			2.981	34,108				
App. St.	3	App. St...	3	Asp. (10)		1.057	16,030			Oiled	1127
Sub.	6	App. St...	3	Asp. (10)		1.009	15,450				
App. St.	6	Li.	3	Asp. (7)		1.033	14,451			Oiled	1128
Sub.		Li.	3	Asp. (7)		1.044	14,705				1129
Sub.	6	Grn.	3	Asp. (3)		1.014	13,995				1130
Li.	3	Li.	3	Asp. (11)		0.886	11,920				1131
Fld.	6	Li.	3	Asp. (10)		1.058	13,630				1132
Sub.	6	Gn.	3	Asp. (10)		0.804	12,025				1133
S Con. (d) (5)..	5	Br. (18)...	4			2.461	35,755				1134
Li.	3	App. St...	3	Asp. (7)		0.715	9,560				1135
Sub. 6", Li. 3...	9	App. St...	3	Asp. (7)		0.899	11,290				
Li.	4	Li.	3	Asp. (10)		1.092	14,650				1136
S Con. (d) (13).	5	Br. (1)....	4			2.194	25,090				
Fld., Li.	4	Sst.	3	Asp. (7, 10)		0.977	13,660				1137
Fld., Li.	6	Sst.	3	Asp. (7, 10)		1.193	15,690				
Grv. Con. (g) (5, 10)	5	Br. (17)...	4			2.007	27,835				1138
Grv.	6	Li.	3	Asp. (10)		0.803	10,284				1139
S Con. (d) (8)..	5	Br. (4, 14, 34)	4			2.083	36,000				1140
Sub.	6	Li.	3	Asp. (7)		0.942	13,670				1141
		Grv. Con. (d) (6)..	6			0.849	15,245				1142
		F Con. (10)	6			1.027	14,440				1143
Sub.	6	Grn.	3	Asp. (17)		0.848	14,090				1144
Li.	4	Li.	3	Asp. (7)		1.181	19,150				1145
S Con. (d) (12).	5	St. Blk....	4			3.381	39,800				
S Con. (10)....	5	Br. (32)...	4			2.819	46,600				1146
App. St.	4.5	App. St...	3	Sc., water		0.996	15,900			Oiled	1147
Li.	3	Li.	3	Sc., water		0.603	8,590			Oiled	1148
Sub.	6	Li.	3	Sc., water		0.624	8,790				
Fld.	6	Li.	3	Asp. (11)		1.026	13,520				1149
Fld.	6	Li.	3	Asp. (11)		1.026	13,520				1150
Li.	3	Li.	3	Asp. (11)		0.859	11,950				
S Con. (6, 16)..	5	Br. (14)...	4			2.911	30,955				
Lo. St.	3	Grn. & Sst.	3	Asp. (7)		0.885	11,940				1151
Fld.	6	Grn. & Sst.	3	Asp. (7)		0.938	12,720				
Sub. 5, Dol. 2...	7	Dol.	3	Sc., water		0.612	14,375				1152
Dol.	5	Dol.	3	Sc., water		0.632	14,560				
S Con.(d)(1,2,9)	5	St. Blk....	2			2.903	34,220				1153
S Con.(d)(1,2,9)	5	Asp. Blk...	2			2.053	26,240				
Sst.	4	Sst.	3	Asp. (10)		0.826	12,295				1154
Grv.	5	App. St...	3	Asp. (7)		0.952	13,444				
Sc. Grv. Con. (d) (1, 5)	5	Br. (14)...	4			1.984	23,127				1155
Lo. St.	4½	Li.	3	Asp.		0.890	17,415				1156
Sub.	6	Sst., Li....	3	Sc., water	T (17)	0.711	9,850				1157
Sub.	6	Sst., Li....	3	Sc., water		0.601	8,820				
Sub.	6	Lo.St.	3	Sc., water	T. (17)	0.504	8,070				1158
Sub.	6	Li.	3	Sc., water		0.849	11,950				1159

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1160	Madison	4.90	.....	$48,778 65	$34,145 05	6/20/14	100	1/ 4/16	4.95	12-16	26	26,628
1161	Broome.	0.41	.....	27,054 16	6,010 97	10/19/14	100	6/16/16	0.41	40	40	9,913
1162	Dutchess	.....	5.16	71,100 00	43,940 00	9/ 1/15	83	.....	0.61	14	26	5,040
									4.55	14	26	37,403
1163	Dutchess	.....	6.18	116,700 00	75,855 00	9/ 2/15	13	.....	6 18	14	26	50,811
									5.03	14, 16	23-32	41,575
									0.14	16	.....	1,283
1164	Jeffers...	9.11	.....	69,994 97	45,496 73	5/14/14	100	9/11/15	3.40	14, 16	26, 32	29,771
									0.54	14	26	4,395
									0.08	16	30	744
1165	Jeffers...	3.53	.....	47,503 83	30,880 74	8/19/14	100	3/ 8/16	2.95	14-36	30-26	25,038
									0.50	14	26	4,115
1166	Jeffers...	0.78	.....	9,166 65	5,958 32	8/19/14	100	11/30/14	0.30	12	28	2,143
									0.48	16	28	4,457
1167	West....	1.28	.....	31,076 77	20,199 90	4/ 2/14	100	4/ 3/15	1.23	16	28	12,040
1168	St. Law.	6.43	.....	66,355 23	47,775 76	4/ 2/14	100	11/ 4/14	5.99	12-16	26-32	43,750
									0.44	16	32	4,068
1169	Chautau	0.61	.....	16,327 41	10,612 82	4/ 3/14	100	11/17/14	0.61	16	32	5,757
1170	Cattarau	0.44	.....	6,937 89	4,995 28	1/11/15	100	9/ 2/15	0.44	16	32	4,139
1171	Chen....	.....	7.12	92,300 00	45,750 00	2/23/17	22	.....	7.12	12, 30	24, 38	50,758
1172	Schenec.	2.15	.....	33,068 28	17,210 16	5/21/14	100	1/ 8/15	0.44	18-30	28-30	5,867
									1.71	14-17	24-27	13,377
1173	Cayuga.	9.62	.....	103,845 94	67,289 36	5/16/14	100	12/ 8/15	5.59	14	26	45,910
									4.03	14	30	33,133
									5.41	14-40	26-40	45,026
1174	Cayuga..	5.51	.....	76,912 42	49,391 62	5/13/14	100	12/22/15	0.10	12	28	700
									.....	4	.....	233
1175	Cayuga.	1.82	.....	33,258 77	21,618 20	6/30/14	100	6/21/15	1.82	14-16	26-40	15,162
1176	Essex...	4.67	.....	66,753 50	54,737 87	5/22/14	100	11/18/15	4.67	14-16	24	39,426
1177	Essex...	5.34	.....	56,217 59	46,094 59	4/15/15	100	1/10/16	5.34	14	24	43,616
1178	Essex...	3.83	.....	47,115 69	38,634 87	5/14/14	100	1/ 7/15	3.83	14	24	31,500
1179	Franklin	3.49	.....	37,715 55	30,172 44	5/15/14	100	12/17/14	3.49	14	26	28,522
1180	Franklin	4.09	.....	51,122 75	40,898 20	5/15/14	100	8/10/15	4.09	12	24-26	28,781
1181	Jeffers...	0.67	.....	7,903 46	5,140 50	8/19/14	100	11/30/14	0.49	16	28	4,306
									0.18	16	28	1,956
									4.98	14, 16	26, 32	41,903
1182	Jeffers...	8.36	.....	78,015 56	46,693 10	6/12/14	100	2/ 8/16	2.54	14	26	20,875
									0.20	16-40	32-40	2,915
									0.64	16	32	6,053
1183	Saratoga	1.16	.....	12,823 06	8,334 99	6/10/14	100	12/29/14	1.16	14	24-26	9,579
1184	Albany..	1.77	.....	18,489 30	12,018 04	5/11/14	100	10/27/14	1.77	16	24	16,639
1185	Wayne..	4.17	.....	48,683 26	30,303 12	5/28/14	100	1/ 4/15	4.17	14-42	24-50	36,980
1186	Ulster...	1.13	.....	18,829 09	12,238 91	5/15/14	100	12/15/15	0.92	16	28	8,792
									0.21	16	28	2,005
									2.88	10-16	26	17,226
1187	Monroe.	3.85	.....	23,181 99	15,068 24	6/17/14	100	9/15/15	.....	6	.....	9,781
									0.97	10	26	5,700
									.....	6	.....	3,420
1188	Tomp...	2.77	.....	51,193 08	29,089 40	6/10/14	100	1/ 4/15	0.39	16-50	16-50	11,096
									2.38	14	24	19,522
1189	Tomp...	.....	6.34	79,800 00	52,668 00	10/19/14	91	.....	4.98	12	22	35,067
									1.36	12	22	9,600
1190	Schuyler	1.15	.....	11,770 89	9,416 71	6/10/14	100	2/15/15	1.11	12	24	7,836
									0.04	12	24	285
1191	Lewis...	6.36	.....	68,909 36	57,883 86	6/25/14	100	11/20/15	6.36	12	26	44,761
1192	Lewis...	5.71	.....	68,105 56	57,416 89	6/29/14	100	10/20/15	5.66	12-16	26	40,844
									0.05	12	26	446
									2.13	12	26	15,661
1193	Lewis...	9.17	.....	104,915 20	88,126 88	6/29/14	100	12/26/16	0.31	16	26	2,961
									0.17	12	26	1,180
									6.56	12-16	26	46,551
1194	Renss...	0.39	.....	5,953 71	2,976 85	6/27/14	100	11/ 8/14	0.39	16	26	3,699
1195	Chem...	1.14	.....	36,468 56	15,726 04	6/27/14	100	8/17/15	1.14	16-30	26-30	12,010
1196	Ontario.	1.89	.....	16,833 66	10,941 88	6/30/14	100	8/24/15	1.89	14	28	15,489
1197	Jeffers...	1.81	.....	19,303 09	12,547 01	7/23/14	100	1/ 4/15	0.97	16	32	9,054
									0.84	12, 16	26, 32	6,200

* See list by counties. § See Highway No. 1166.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Sub	6	Sst	3	Sc., water		0.729	11,290				1160
Grv.Con. (d)(3)	5	Br. (17)	4			1.707	27,640				1161
Sub.8", Ap.St. 2"	10	App. St.	3	Sc., water		1.016	16,110				1162
App. St	5	App. St.	3	Sc., water		0.868	14,720				
App. St	10	App. St.	3	Sc., water	T. ( )	0.818	18,680				1163
Fld	6	Li	3	Sc., water		0.582	8,270				
Old Mac		Li	3	Sc., water		0.310					1164
Li	3	Li	3	Sc., water		0.550	7,970				
Li	5	Li	3	Sc., water		6,720	9,530				
S. Con. (5, 16)	6	Br. (18)	4			2.433	28,470				
Sy. Grn	3	Sy. Grn	3	Asp. (10)		0.855	13,660				1165
Fld	6	Sy. Grn	3	Asp. (10)		0.900	14,030				
App. St.	3	App. St.	3	Asp. (10)		0.973	12,470				1166
Sub	6	App. St.	3	Asp. (10)		0.986	12,595				
S Con. (d) (10)	5	Asp. Blk.	2			1.990	24,245				1167
Sub	6	Gn.	3	Sc, water		0.650	11,230			Oiled	1168
Sub	6	Gn.	3	Asp. (7)		1.047	14.960				
S Con.(d) (1, 16)	6	Br. (15)	4			1.890	26,145				1169
		F Con. (5)	6			1.143	15,458				1170
Sub	6	Li	3	Sc., water	T. ( )	0.981	15,360				1171
S Con. (d) (2, 8)	6	App. St.	2	Asp. (15)MM.2		1.525	18,339				1172
		F Con.	6			1.171	14,918				
App. St	5	App. St.	2½			0.902	11,325				1173
Fld.6, App.St. 3	9	App. St.	2½			1.040	12,615				
Grv. 5; Grv. 4	9	Li	3	Sc., water	Glu	0.956	14,520				
S Con(d)(11,16)	5	St. Blk	5			3.148	35,100				1174
Grv	4	App. St.	3	Sc., water	Glu	0.742	12,515				
Sub. 6", Li. 3"	9	Li	2½	Asp. (10)		1.346	19,445				1175
Dol., Sy.	4	Dol., Sy.	3	Asp. (11)		0.921	17,525				1176
Gab	4	Gab	3	Asp. (10)		0.738	13,672				1177
Gab	3	Gn	3	Asp. (10, 11)		0.837	13,487				1178
Fld	6	Grn	3	Asp. (7)		0.971	11,940				1179
Sub	6	Grn	3	Asp. (10)		1.020	15,170				1180
App. St	3	App. St.	3	Asp. (10)		0.973	12,470				1181
		App. St.	3	Asp. (10)		0.695	9,850				
Li	3	Li	3	Sc., water		0.555	8,240				
Sub	6	Li	3	Sc., water		0.638	9,020				
S Con. (16)	6	Br. (17)	4			2.633	27,750				1182
		F Con. (16)	6			1.167	13,980				
Lo. St	4	Imp. St.	3	Asp. (10)		0.900	12,148				1183
App. St	4	Li	3	Sc., water		0.731	10,555			Oiled	1184
Sub	9	App. St.	3	Asp. (10)		0.909	12,130				1185
Sub. 8", App.St., 2"	10	Sst	3	Asp. (10)		1.080	16,401				1186
App. St	5	Sst	3	Asp. (10)		1.020	15,838				
Grv	6	Grv	3	Sc., water	T (17), Sn.	0.324	6.260				
(Shoulders)		Grv	3	Sc., water	T (17), Sn.	0.158				Oiled	1187
Grv	6	App. St.	3	Sc., water	T (17), Sn.	0.485	7,584				
(Shoulders)		App. St.	3	Sc., water	T (17), Sn.	0.299					
Grv.Con.(d)(15)	5	Br. (2)	4			1.905	23,830				1188
Sub	6	Li	3	Sc., water	Asp. (17)	0.676	12,290			Oiled	
Fld	4	Fld	3	Sc., water	Li	0.850	20,745				1189
Sub. 6, Li. 4	10	Li	3	Sc., water	Li	1.258	24,575				
Fld	6	Li	3	Sc., water		0.673	12,127			Oiled	1190
		Li	2	Sc., water		0.233	7,997				
Fld	6	Sy. & Gn.	3	Asp. (10)		0.866	12,860				1191
		F. Con. (a),	6	....(1) (10)		0.983	13,650				1192
S Con. (10)	5	Br. (17)	4			2.672	29,500				
		F Con. (10)	6¾-P			1.108	14,705				
		F Con. (10)	6¾-P			1.108	14,705				1193
S Con	Av.6	Br. (17)	4			2.672	29,385				
Fld	6	App. St.	3	Asp. (10)		0.864	12,415				
App. St	4	App. St.	3	Sc.. water	HO (10)	0.930	15,180				1194
Grv. Con. (d)	5	Br. (14, 22)	4			1.957	29,305				1195
Sub. 6, Grv. 6	12	Imp. Li.	3	Sc., water	HC. T (17)	0.570	9,670			Oiled	1196
Grn	3	Grn	3	Asp. (10)		0.838	11,275				1197
Sub	6	Grn	3	Asp. (10)		0.875	11,615				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1198	Albany..	1.25	.....	$28,065 10	$18,242 31	7/ 9/14	100	.....	0.49	16	26	4,980
									0.62	16½	26	6,020
									0.14	14	22	1,020
1199	Albany..	1.03	.....	30,228 51	15,114 25	7/10/14	100	3/ 5/15	1.03	16	32	9,852
1200	Steuben.	3.38	.....	45,916 30	31,223 08	10/21/14	100	11/13/15	3.38	10–14	24	25,726
1201	Nassau..	0.63	.....	8,225 56	5,346 61	10/16/14	100	12/ 3/15	0.45	16	30	4,416
									0.18	16	30	1,744
1202	Nassau..	4.39	.....	49,330 59	32,064 88	7/ 9/14	100	5/ 5/16	4.39	16½	30	41,866
1203	Nassau..	1.56	.....	21,523 40	13,990 21	7/ 9/14	100	12/17/15	1.56	16	28	15,430
1204	Clinton..	0.80	.....	9,752 50	4,876 25	7/14/14	100	1/ 4/15	0.80	16	32	7,538
1205	Yates...	5.18	.....	57,778 32	39,289 26	7/29/14	100	11/13/15	5.18	12–16	26–30	37,650
1206	Suffolk..	1.56	.....	24,744 20	16,083 73	7/31/14	100	4/12/15	1.56	16	32	14,960
1207	West....	1.28	.....	35,434 50	22,564 76	7/29/14	100	9/30/15	1.28	16–25	23–37	12,165
									.....	6	.....	4,329
*1208	Suffolk..	.....	9.57	145,600 00	94,640 00	7/29/14	4	.....	9.57	16	32	89,830
1209	Onon...	0.27	.....	15,148 61	3,553 89	7/17/15	100	8/30/16	0.27	33 { 16	35	2,779
										17	35	2,669
1210	Yates...	6.00	.....	78,653 90	39,819 96	10/19/14	100	1/10/16	0.47	27, 36	27, 36	8,798
									5.53	12, 14	26	43,681
1211	Seneca..	1.43	.....	76,617 58	22,669 59	10/19/14	100	1/10/16	1.16	16–50	26–50	26,590
									0.27	16	32	2,512
1211A	Seneca..	0.05	.....	3,965 13	1,136 16	3/ 1/17	100	9/26/17	0.05	30–34	30–34	950
1212	Erie....	5.40	.....	137,366 93	89,288 50	11/ 2/12	100	1/25/16	5.40	16, 34	32–50	50,885
1213	Erie....	6.22	.....	91,434 26	59,432 27	11/ 5/14	100	7/20/16	6.22	16	32	58,484
1214	Erie....	5.89	.....	94,898 02	61,683 71	11/ 2/14	100	9/20/17	5.89	16, 24	32	55,384
1215	Scho....	4.16	.....	36,810 34	29,448 27	11/ 4/14	100	10/19/16	4.16	12–16	24–26	31,399
1216	Madison	1.86	.....	14,618 98	10,233 28	11/ 4/14	100	12/30/15	1.86	16	28	17,427
1217	Madison	3.18	.....	27,109 32	18,976 52	11/ 4/14	100	8/17/16	3.18	12	16–26	22,355
1218	Suffolk..	1.27	.....	13,785 15	8,960 35	12/14/14	100	1/25/16	1.27	16	30	12,207
1219	Suffolk..	4.69	.....	44,676 32	29,039 61	12/14/14	100	1/25/16	4.69	16	21–32	44,112
1220	Albany..	6.69	.....	70,417 84	45,771 60	12/14/14	100	12/18/16	6.69	16	26	62,828
1221	Putnam.	2.55	.....	43,317 51	28,156 38	1/ 8/15	100	6/25/17	0.72	14	28	5,905
									1.83	14	28	15,063
									0.09	16	32	796
1222	Frank...	0.22	.....	4,282 97	3,426 37	3/29/15	100	7/24/15	0.13	14–16	26–32	1,226
									.....	6	.....	185
1223	Wash...	5.97	.....	67,942 43	48,918 55	5/24/15	100	7/27/17	5.97	14	24	49,138
1224	Wash...	5.54	.....	43,778 92	31,520 82	1/ 8/15	100	1/10/16	0.22	14	26	1,760
									5.32	14–16	26	44,310
1225	Jeffers..	2.86	.....	21,097 18	13,713 17	7/16/15	100	10/19/16	2.86	9	21	15,111
1226	Jeffers..	2.40	.....	17,367 85	11,288 45	7/16/15	100	10/19/16	2.40	9	21	12,698
1227	Jeffers...	.....	4.60	78,900 00	51,285 00	6/16/15	71	.....	4 60	14	32	37,789
1228	Warren..	.....	5.13	84,900 00	67,920 00	7/20/15	71	.....	5.13	14	22–24	42,137
1229	Albany..	2.80	.....	26,687 63	17,290 41	4/16/15	100	8/28/17	2.80	14	26	22,957
									0.30	14	26	2,454
1230	Colum...	4.95	.....	64,066 52	41,623 24	3/29/15	100	1/10/16	3.11	14	26	25,585
									1.16	16	28	10,876
									0.38	16, 15	28	3,513
*1231	Schuyler	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1232	Schuyler.	1.11	.....	28,055 19	20,342 05	7/17/15	100	2/ 8/16	0.63	16–47	16–47	6,872
									0.48	8½	32	2,388
										7	32	1,967
1233	Schuyler.	0.98	.....	10,897 96	8,716 77	6/10/16	100	1/30/17	0 98	14	26	8,265
1234	Scho....	4.98	.....	48,896 62	38,269 73	6/ 7/15	100	12/12/16	4.98	12, 20	23, 26	36,192
									1.78	14	28	14,595
1235	Dutchess	5.30	.....	59,538 50	38,700 03	8/25/15	100	1/ 3/17	1.65	14	26–28	13,511
									1 87	14	26–28	15,379
1236	Monroe.	1.87	.....	20,624 34	13,405 82	4/20/15	100	11/ 4/15	1.82	16	26–40	17,171
									0.05	16	32–38	444
1237	Monroe.	0.66	.....	21,508 84	10,734 76	3/29/15	100	9/ 1/15	0.59	20	32–40	7,426
									0.07	20–40	32–40	744
1238	Broome.	1.03	.....	48,023 10	15,823 51	5/26/15	100	12/15/15	1.03	16–35	28–38	17,656

* See list by counties.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-20′ highway	Year resurfaced	Miles	Type	Highway No.
Tr.	4	Tr.	3	Asp. (10)		0.870	22,768				
		F Con. (9) (10)	6			1.090	24,832				1198
Tr.	3	Tr.	3	Li. Sc., HO (11)		0.583	20,074				
S. Con. (8)	6	Br. (23)	4			2.490	29,244				1199
Sub.	8	Li.	3	Sc., water		0.939	15,585			Oiled	1200
		F.Con.(14)	6			0.872	12,400				1201
Grv.	6	F.Con.(14)	6			1.050	14,071				
		F. Con.	6-P	(13, 14)		0.911	10,890				1202
		F. Con.	6-P	(2, 10, 14)		1.030	13,333				1203
Lo. St.	4	Lo. St.	3	Asp. (7)		0.902	12,000				1204
Sub.	6	Li.	3	Sc., water		0.812	12,819			Oiled	1205
		F. Con. (7).	6			1.125	14,290				1206
S. Con.(d) (3, 6)	5	Br. (31)	4			2.060	32,700				1207
(On shoulders)		Li.	4	Sc., water	CO. (2)	0.377					
		F.Con. (17)	6			1.458	17,710				*1208
S.Con.(d) (2,12)	5	Br. (18)	4			2.024	22,425				1209
		Br. (18)	4			1.648					
Grv.Con.(d)(11)	5	Br. (22)	4			2.000	24,692				1210
Sub.	6	Li.	3	Sc., water		0.678	11,437			Oiled	
S. Con. (d) (3)	5	Br. (22)	4			1.842	26,545				1211
Sub. 6, Li. 5	11	Li.	3	Asp. (11)		1.456	22,925				
S. Con.	5	Br.	4			2.688	38,710				1211A
S. Con. (i) (15)	6	Br. (9, 32)	4			2.172	23,770				1212
		F.Con. (18)	8-10 P			0.992	12,230				1213
		F. Con.	8-P	(1, 2, 5, 15)		1.067	13,280				1214
Fld.	6	Lo. St.	3	Sc., water		0.508	9,910				1215
Grn. Fld.	6	Li.	3	Sc., water		0.578	7,690			Oiled	1216
Fld.	6	Li.	3	Sc., water		0.567	9,340			Oiled	1217
		F. Con. (5).	6			0.890	10,590				1218
		F. Con. (5).	6			0.883	9,333				1219
Lo. St.	4	Lo. St.	3	Sc., water		0.542	10,452			Oiled	1220
Fld. 6, Lo. St. 2.	8	Lo. St.	3	Asp. (2)		0.920	18,000				1221
Lo. St.	5	Lo. St.	3	Asp. (2)		0.895	17,760				
Fld. 6", St. 2"	8	App. St.	3	Asp. (7)		1.229	19,080				
App. St.	3	App. St.	3	Asp. (7)		0.805	15,100				1222
(On shoulders)		App. St.	3			0.167					
Lo. St.	4	Li.	3	Sc., water	T. (17) Grv.	0.774	12,425				1223
		Dol.	3	Sc., water		0.339	5,595			Oiled	1224
Dol.	4	Dol.	3	Sc., water		0.672	8,722				
Sub.	6	Sst.	3	Sc., water	T. (17)	0.661	10,425				1225
Sub.	6	Grn.QrzGn	3	Sc., water	T. (17)	0.662	10,270				1226
		FCon(2,10)	6-P			1.094	14,980				1227
Lo. St.	4	Lo. St.	3	Sc., water		0.604	17,980				1228
Sub.	6	Li.	3	Sc., water		0.602	10,230				1229
Qrz.	3½	Qrz.	3	Sc., water		0.555	10,415			Oiled	
Sub.	6	Qrz.	3	Sc., water		0.547	10,240			Oiled	1230
		F.Con. (10)	6½-P			1.000	14,595				
S. Con	5	Grn. Blk.	5			3.149	34,765				
											*1231
Grv.Con.(d)(11)	5	Br. (18)	4			1.855	24,215				
Grv.Con.(d)(11)	5	Br. (18)	4			1.855	24,215			Oiled	1232
Grv.	6	App. St.	3	Sc., water		0.617	12,595				
Grv.	8	Li.	3	Sc., water		0.647	11,490				1233
Lo. St.	4	Lo. Li.	3	Sc., water		0.605	11,270				1234
Fld.	6	Sst., Dol.	3	Sc., water	T. (17). Grv.	0.534	11,040				
Fld. 6, St. 2	8	Sst., Dol.	3	Sc., water	T. (17). Grv.	0.673	12,350				1235
App. St.	5	Sst., Dol.	3	Sc., water	T. (17). Grv.	0.648	12,110				
Li.	5	Li.	3	Sc., water	Ca. Cl.	0.714	10,540				1236
Li.	8½	Li.	3	Sc., water	Ca. Cl.	0.971	12,950				
Sc. Grv. Con. (d) (10)	5	Br. (22)	4			1.936	23,970				
Sc. Grv. Con. (d) (10)	5	St. Blk.	6			2.756	31,720				1237
Grv. Con.(d)(8)	5	Br. (3)	4			1.899	25,550				1238

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1239	Broome.	0.68	.....	$13,366 68	$8,662 34	6/18/15	100	12/28/15	0.68	16	26-60	6,485
1240	Broome.	0.91	.....	49,335 14	12,570 30	7/19/15	100	2/ 6/17	0.91	16-30	28-30	16,023
1241	Broome.	2.30	.....	23,269 72	15,125 32	6/18/15	100	8/24/16	2.30	14	24	18,898
1242	Greene..	.....	4 43	69,000 00	51,060 00	5/25/15	45	.....	3.88 0.04 0.52	14-16 16 10	26-30 30 26	33,956 356 3,062
										10	.....	3,062
1243	Oswego..	5.40	.....	53,945 06	36,682 64	4/15/15	100	1/18/17	0.24 5.16	16 14-16	26 26	2,426 42,577
1244	Oswego..	5.20	.....	53,678 00	36,501 04	4/16/15	100	9/13/16	5.20	14	26	42,622
1245	Oswego..	3.66	.....	33,122 88	22,523 56	4/15/15	100	11/24/15	3.66	14	28-30	30,026
1246	Allegany	6.71	.....	97,548 68	45,892 86	4/15/15	100	1/10/16	4.45 2.26	12, 15 14-33	24, 26 24-33	31,660 23,562
1247	Livings..	3.51	.....	47,459 82	30,848 23	5/ 7/15	100	12/3/15	3.51	16	24-32	32,903
1248	Livings..	3.96	.....	50,793 02	32,179 87	5/14/15	100	1/30/17	3.96	16,30	26-36	37,746
1249	Livings..	2.18	.....	19,197 13	12,476 83	5/ 7/15	100	12/20/15	2.18	16-17	28	20,380
1250	Franklin	.....	5.50	90,000 00	72,000 00	4/21/15	80	.....	5.50	12	24	38,696
1251	Franklin	4.91	.....	42,100 86	33,680 69	4/16/15	100	1/10/16	1.72 0.07 1.74 1.37	12 12 12, 13 12	24 24 24 24	12,115 467 12,284 9,672
1252	Franklin	.....	11.41	139,100 00	110,160 00	5/12/15	48	.....	8.94 2.47	10 10	24-30 24	52,476 14,444
1253	Jeffers ..	6.09	.....	50,652 71	32,924 26	11/16/15	100	1/30/17	6.09	9-12	24-28	33,271
1254	Cattarau	.....	4.43	64,000 00	46,080 00	5/12/15	91	.....	4.43	14-16	24-32	40,500
1255	Jeffers...	.....	14.05	186,000 00	120,900 00	6/12/16	38	.....	14.05	14	30	116,629
1256	Jeffers...	.....	7.76	168,200 00	109,330 00	10/30/16	12	.....	7.44 0.32 1.32	14 14 16	28 28 28	61,133 2,645 12,405
1257	Herk....	1.81	.....	23,466 33	11,733 16	5/ 8/15	100	12/ 6/16	0.17 0.32	16 16	16 16	1,591 3,031
1258	Hamil...	.....	5.01	78,800 00	63,040 00	5/13/15	53	.....	5.01	14	24	41,176
1259	Allegany	3.99	.....	40,972 39	32,777 91	5/ 7/15	100	2/ 7/17	3.99	12	24	28,117
1260	Allegany	8.68	.....	108,372 47	66,707 29	5/11/15	100	2/ 6/17	7.72 0.96	12 20-40	24 38-56	54,278 13 965
1261	St. Law.	5.56	.....	75,930 94	47,109 64	6/12/15	100	12/23/17	0.52 5.14	24 14	24 26	7,695 42,170
1262	St. Law.	5.07	.....	49,103 19	35,353 76	5/22/15	100	1/12/16	5.07	14-16	26-30	43,556
1263	St. Law.	10.85	.....	127,600 93	91,859 17	5/ 7/15	109	10/30/16	1.39 9 46	16 12	32 24	13,073 66,569
1264	St. Law.	9.03	.....	96,115 07	69,202 85	5/11/15	100	10/16/17	9.03	12	20-24	63,567
1265	St. Law.	5.48	.....	50,886 22	36,638 08	7/23/15	100	11/ 8/16	4.50 0.98	14 14	26 26	36,968 8,017
1266	St. Law.	3.09	.....	35,541 36	25,589 78	5/27/15	100	11/ 9/16	3.09	12	26	21,741
1267	Wyom..	.....	6.99	81,000 00	55,080 00	7/23/15	31	.....	4.23 2.76	10-16 10-16 2	25-32 25-32	26,352 19,225 6,696
1268	Genesee.	4.49	.....	47,126 95	30,632 52	5/24/15	100	12/18/16	4.49	14-16	24-32	37,210
1269	Cattarau	5.62	.....	83,436 84	60,074 52	6/ 3/15	100	12/18/16	0.73 4.62 0.27	16 14 14	32 26 26	6,868 38.152 2,193
1270	Dela....	7.69	.....	78,989 08	66,745 47	5/24/15	100	10/19/16	7.69	12-27	22-30	55,892
1271	Dela....	11.40	.....	151,414 46	130,216 44	5/25/15	100	1/ 7/18	11.40	14-16	22-28	94,097
1272	Dela....	.....	5.84	81,620 00	69,230 00	5/24/15	70	.....	5.15 0.69	14 14	22 20-28	42,311 5,678
1273	Dela....	2.50	.....	25,966 60	22,331 27	6/18/15	100	1/27/16	2.50	12-16	24-26	20,259
1274	Suffolk..	.....	10.50	152,100 00	98,865 00	6/12/15	80	.....	10.50	16	28-34	98,640
1275	Cattarau	3.95	.....	75,782 21	31,146 83	5/24/15	100	7/19/17	2.00 0.69 1.05 0.21	14, 16 20 14 20-50	28, 32 32 26-32 32-50	17,766 7,692 8,654 4,751
1276	Ontario..	1.23	.....	26,193 75	10,982 16	6/ 2/15	100	6/13/16	0.97 0.26	16 16-46	30 30-46	9,065 5,810
1277	Ontario..	1.52	.....	68,159 54	18,696 46	5/24/15	100	12/15/15	1.52	†30-73	†30-73	30,866
1278	Ontario..	.....	8.63	72,900 00	47,385 00	5/25/15	79	.....	8.63	10-12	30-33	53,337

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
.....		F. Con. (a) (8)	6¾-P	.....	.....	1.033	19,270	.....	.....	.....	1239
S. Con (1, 12)	5	Br. (22)	4	.....	.....	1.892	31,320	.....	.....	.....	1240
Fld	6	Li	3	Sc., water	.....	0.550	10,855	.....	.....	.....	1241
Lo. St	4	Lo. St	3	Asp. (11)	.....	0.907	16,690				
Sub. 6, Lo. St. 2	8	Lo. St	3	Asp. (11)	.....	0.832	15,990	.....	.....	.....	1242
Lo. St	3	Lo. St	3	Asp. (11)	.....	0.732	15,050				
(Shoulders)	.....	Lo. St	3	Sc., water	.....	0.492	12,800				
Li	5	Li	3	Sc., water	.....	0.860	12,290	.....	.....	.....	1243
Fld	7	Li	3	Sc., water	.....	0.676	10,565				
Grv. 6, Grv. 3	9	Li	3	Sc., water	Ca. Cl.	0.805	11,310	.....	.....	.....	1244
Sub	7	Sst	3	Asp. (7)	.....	0.753	9,870	.....	.....	.....	1245
Sub	6	Sl	3	Asp. (11)	.....	0.910	12,419	.....	.....	.....	1246
S. Con. (d) (5)	5	Br. (22)	4	.....	.....	1.830	20,954	.....	.....	.....	
Grv	5	Li	3	Sc., water	Ca. Cl.	0.782	13,274	.....	.....	.....	1247
Grv	5	Li	3	Sc., water	Ca. Cl.	0.766	1,810	.....	.....	.....	1248
Lo. St	5	Li	3	Sc., water	Ca. Cl.	0.635	8,730	.....	.....	Oiled	1249
Sub	6	App. St	3	Asp. (11)	.....	0.970	19,030	.....	.....	.....	1250
Gn	3	Gn	3	Asp. (7)	.....	0.714	9,925				
Old Mac., Gn. 1	1	Gn	3	Asp. (7)	.....	0.589	.....	.....	.....	.....	1251
Sub	6	Gn	3	Asp. (7)	.....	0.758	10,340				
Sub. 6, Gn. 2	8	Gn	3	Asp. (7)	.....	0.914	11,805				
Sy	4	Gn	2	Asp. ( )	.....	0.809	14,930	.....	.....	.....	1252
Sub. 12, Sy. 4	16	Gn	2	Asp. ( )	.....	1.476	21,190				
Sub	6	Li	3	Asp. (11)	.....	0.790	11,510	.....	.....	.....	1253
.....	.....	F. Con. (16)	6	.....	.....	1.105	18,830	.....	.....	.....	1254
Sub. 6, St. 2	8	App. St	3	Asp.	.....	1.006	13,920	.....	.....	.....	1255
Sub	6	Li	3	Asp.	.....	0.925	13,226	.....	.....	.....	1256
Sub	9	Li	3	Asp.	.....	1.225	16,044				
Dol	3	Li	3	Sc., water	.....	0.525	9,900	.....	.....	.....	
S. Con. (9)	5	St. Blk	5	.....	.....	3.844	41,050	.....	.....	.....	1257
S. Con. (9)	5	.....	.....	.....	.....	0.694	11,480	.....	.....	.....	
Sub	9	App. St	3	Sc., water	T. ( )	0.811	17,010	.....	.....	.....	1258
Fld	5	Sl	2	Asp. (11)	.....	0.646	12,010	.....	.....	.....	1259
Sub	5	App. St	2	Asp. (7)	.....	0.746	12,020	.....	.....	.....	1260
S. Con. (d) (5)	5	Br. (22)	4	.....	.....	1.894	22,800	.....	.....	.....	
S. Con. (d) (9)	6	Br. (23)	4	.....	.....	2.429	26,250	.....	.....	.....	1261
Sub	6	App. St	3	Asp. (7)	.....	0.834	11,280				
Li	3	Li	3	Asp. (10)	.....	0.739	10,040	.....	.....	.....	1262
.....	.....	FCon(a)(9)	6¾-P	.....	.....	1.133	15,865	.....	.....	.....	1263
Sub	9	Lo. St	3	Sc., water	HO (10)	0.846	13,170	.....	.....	.....	
Sub	6	App. St	3	Asp. (7)	.....	0.85	12,890	.....	.....	.....	1264
Sub	6	Dol	3	Asp. (10)	.....	0.759	10,185	.....	.....	.....	1265
Dol	3	Dol	3	Asp. (10)	.....	0.759	10,185				
Sub	6	Gn	3	Asp. (11)	.....	0.791	13,365	.....	.....	.....	1266
Slag	5	Slag	3	Sc., water	T. ( )	0.766	13,420				
Grv	5	Slag	3	Sc., water	T. ( )	0.643	12,270	.....	.....	.....	1267
(Shoulders)	.....	Slag	3	Sc., water	T. ( )	0.365	.....				
Slag	4	Li	3	Sc., water	CaCl	0.668	11,385	.....	.....	.....	1268
.....	.....	F. Con. (16)	8-P	.....	.....	1.050	15,320	.....	.....	.....	
.....	.....	F. Con. (16)	7-P	.....	.....	1.050	15,320	.....	.....	.....	1269
Sl	5	App. St	3	Sc., water	.....	0.667	11,720	.....	.....	.....	
Sub	6	Sst	3	Asp. (10)	.....	0.680	12,010	.....	.....	.....	1270
Sub	6	Lo. St	3	Asp. (11)	.....	0.727	14,860	.....	.....	.....	1271
Sub	6	App. St	3	Asp. (10)	.....	0.841	17,450	.....	.....	.....	1272
Sub	8	App. St	3	Asp. (10)	.....	0.936	18,356				
Sub	6	Sst	3	Asp. (11)	.....	0.740	11,490	.....	.....	.....	1273
.....	.....	F. Con. (3)	6-P	.....	.....	1.163	14,380	.....	.....	.....	1274
.....	.....	F. Con	7-P	.....	.....	1 000	16,590	.....	.....	.....	
.....	.....	F. Con	7½-P	.....	.....	1 000	16,590	.....	.....	.....	1275
Sl	5	Li	3	Sc., water	.....	0.762	14,350	.....	.....	.....	
S. Con	6	Br	4	.....	.....	1.889	24,930	.....	.....	.....	
Grv	5	Li	3	Asp. (10)	.....	0.703	12,590	.....	.....	.....	1276
S Con. (d). (14)	5	Br. (19)	4	.....	.....	1.871	23,550	.....	.....	.....	
Sc. Grv. Con. (d) (3)	5	Br. (10)	4	.....	.....	1.740	23,770	.....	.....	.....	1277
Grv	6	Li	3	Sc., water	Ca. Cl	0.657	10,210	.....	.....	.....	1278

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1279	Albany..	3.40	.....	$34,807 20	$22,586 98	6/11/15	100	12/18/16	2.84	14–16	26	23,386
									0.24	16	26	2,187
									0.32	16–22	26	3,578
1280	Albany..	.....	5.76	71,800 00	45,760 00	6/11/15	91	.....	.....	14–16	26	47,726
1281	Monroe.	8.39	.....	79,296 22	51,542 54	6/ 9/15	100	12/26/16	8.39	10	32	49,221
1282	Monroe.	1.51	.....	19,697 31	12,803 25	6/ 8/15	100	12/ 8/15	1.51	16	32	14,272
1283	Monroe.	4.55	.....	37,484 71	24,365 06	6/25/15	100	11/29/16	4.55	12–16	32	32,773
1284	Monroe.	6.05	.....	42,091 86	27,359 71	6/17/15	100	12/26/16	6.05	10	32	35,487
1285	Essex...	3.31	.....	35,087 99	28,772 15	6/10/15	100	12/ 6/16	3.31	14	26	27,108
1286	Essex...	0.52	.....	5,509 71	4,517 96	6/12/15	100	1/10/16	0.52	15–16	26	4,883
1287	Oswego..	7.75	.....	73,447 25	49,943 04	6/ 9/15	100	1/ 9/17	7.75	14–16	26–32	64,233
1288	Oswego..	5.11	.....	44,672 20	30,377 10	6/ 9/15	100	11/23/16	5.11	14	26	41,972
1289	Erie....	0.34	.....	17,249 40	4,741 46	7/17/15	100	8/ 2/16	0.34	30–46	30–46	6,284
1290	Monroe.	1.53	.....	17,126 63	11,132 31	7/16/15	100	1/19/16	1.53	12	32	10,834
1291	Suffolk..	3.26	.....	48,121 25	31,278 02	7/16/15	100	8/22/17	3.26	16	24	30,655
1292	Steuben.	3.42	.....	35,014 69	23,809 99	7/13/15	100	12/28/15	3.42	14	26	28,086
1293	Orleans..	1.80	.....	18,400 00	11,896 00	6/18/15	100	2/ 9/16	1.80	16	32	16,880
1294	Ontario.	1.38	.....	14,411 56	9,367 51	7/16/15	100	12/ 3/15	1.38	16	32	12,953
									0.36	16–20	32	3,432
1295	Rock....	2.96	.....	45,384 93	29,499 65	7/16/15	100	1/30/17	0.90	16	32–24	8,457
									1.70	16	32–24	15,941
1296	Chautau.	0.77	.....	13,693 64	8,900 87	7/20/15	100	10/26/16	0.77	16	32	7,232
									0.81	16	26	7,644
1297	Chautau.	3.54	.....	79,186 47	51,470 56	7/17/15	100	2/ 6/17	0.69	16	26	6,595
									2.04	9	26	11,089
1298	Chautau.	0.91	.....	22,641 80	14,717 17	7/20/15	100	7/31/17	0.91	16	32	8,655
1299	Lewis...	2.00	.....	20,470 23	17,189 53	7/16/15	100	12/28/15	0.67	9–14	28	4,272
									1.33	9–14	28	8,203
1300	Lewis...	.....	8.82	101,200 00	83,664 00	7/22/15	7	.....	8.03	9–14	26	63,579
									0.79	9–14	26	4,887
									0.59	16–36	32–39	8,430
1301	Lewis...	1.27	.....	33,427 08	17,235 43	7/16/15	100	2/14/16				
									0.68	16	32	6,431
1302	Otsego..	.....	12.66	165,600 00	124,032 00	7/12/15	21	.....	12.66	14	24	104,015
1303	Otsego..	2.52	.....	21,954 83	16,643 87	7/16/15	100	1/12/16	2.52	14	26	20,757
1304	Erie....	1.17	.....	27,917 46	.....	8/31/15	100	9/26/17	1.17	16	32–28	10,984
1305	Cattarau	5.45	.....	82,590 37	41,295 19	8/30/15	100	10/10/17	5.45	22, 16	22–32	55,062
1306	West....	.....	5.72	86,700 00	55,445 00	8/31/15	72	.....	5.59	14	24–28	45,920
									0.13	14	24–28	1,089
1307	West....	.....	1.89	28,600 00	18,590 00	8/31/15	85	.....	0.71	14	26–28	5,833
									1.18	14	26–28	9,722
*1308	West....	.....	.....	8,251 10	6,251 10	8/31/15	.....	.....	.....	.....	.....	.....
1308A	West....	2.14	.....	24,538 34	15,061 39	9/25/16	100	3/ 5/18	0.81	16	27–29	7,637
									1.33	16	27–29	12,496
1309	West....	.....	6.63	95,300 00	61,945 00	9/ 2/15	11	.....	5.79	16	26–28	54,334
									0.84	16	26–28	7,929
1310	Chem...	4.02	.....	52,102 47	33,837 36	8/25/15	100	8/28/17	4.02	12	24	28,275
1311	Chem...	.....	6.87	105,800 00	68,770 00	8/30/15	92	.....	6 87	14	26	56,569
1312	Dutchess	.....	6.81	87,850 00	55,965 00	9/ 2/15	39	.....	6.81	14–16	24–28	61,200
									4.17	14	26	34,222
1313	Dutchess	.....	6 86	84,500 00	54,925 00	8/25/15	68	.....	2.52	14–16	26–28	21,672
									0.23	14	26	1,867
1314	Dutchess	5.36	.....	54,119 93	35,177 95	8/25/15	100	10/10/17	5.36	14	26	44,042
1315	Niagara.	.....	8.00	118,000 00	76,700 00	9/ 2/15	41	.....	0.96	16	32	8,844
									7.04	16	32–40	65,886
*1316	Niagara.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
									0.74	16–30	30–32	9,371
1317	Cayuga	.....	8.00	155,950 00	82,225 00	11/18/15	72	.....	6.17	14	26–30	50,880
									1.09	16–42	26–42	14,674
									0.11	16	32	1,067
1318	Livings..	0.24	.....	45,158 24	26,372 17	8/31/15	100	10/11/16	0.13	16	32	1,183
1319	Monroe.	1.65	)						1.09	16–18	32	10,759
									0.56	18–24	26–32	6,838
1320	Schuyler	2.75	.....	27,661 61	22,129 29	8/31/15	100	1/18/17	2.75	14	24	22,601
1321	Livings..	.....	8.34	129,750 00	80,925 00	8/30/15	.....	.....	8 34	14–16	24–32	72,000
1322	Allegany	.....	7.29	91,400 00	72,000 00	8/27/15	90	.....	7.29	12	23	51,60

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-20′ highway	Year resurfaced	Miles	Type	Highway No.
Sub. 6, Lo. 2	8	Lo. St.	3	Sc., water		0.696	13,895				
Sub. 6, Lo. 2	8	Lo. St.	3	Asp. (11)		0.845	15,295				1279
Old. Mac		Lo. St.	3	Asp. (11)		0.658	10,180				
Sub. 6, Lo. St. 2	8	Lo. St.	3	Sc., water	HO (10)	0.501	11,180				1280
Lo. St	5	App. St.	3	Sc., water	Ca. Cl.	0.805	11,920				1281
Slag	5	Li.	3	Sc., water	Ca. Cl.	0.837	12.661				1282
Lo. St	5	Li.	3	Sc., water	Ca. Cl.	0.639	9.385				1283
Lo. St	4	Grn. Li. Sst.	3	Sc., water	Ca. Cl.	0.508	8,460				1284
Lo. St	4	Lo. St.	3	Asp. (11)		0.670	11,380				1285
App. St	4	App. St.	3	Asp. (10)		0.790	10,595				1286
Fld	7	Lo. St.	3	Asp. (11)		0.722	10,205				1287
Fld	5	Fld.	3	Asp. (10)		0.709	9,565				1288
Grv. Con. (d, h) (23)	5	Br. (1)	4			1.834	26,155				1289
Grv	5	Li.	3	Sc., water	Ca Cl.	0 750	10,777				1290
		F. Con. (1).	6-P			0.958	14,670				1291
Fld	5	Sl.	3	Sc., water		0.625	10,970				*1292
Fld	5	Li.	3	Sc., water	Ca. Cl.	0.652	10,032				1293
Li	5	Li.	3	Asp. (10)		0 737	10,210				1294
Old Mac		Tr.	3	Sc., water	T. (17)	0 406	11,355				
Tr	4	Tr.	3	T. (17)		0.706	14,175				1295
Sub. 8, Tr. 2	10	Tr.	3	T. (17)		0 899	15.935				
		F Con. (15)	8-P			1.000	15,330				1296
		FCon(7,16)	7-P			0 955	18,015				
S. Con (e)(7, 16)	7-P	Br. (9)				1.910	26,980				1297
S. Con (e)(7, 16)	6	Br. (9)				1.910	26,980				
S. Con. (d, e)(15)	7-P	Br. (15)	4			1 998	23,185				1298
Fld	6	Li.	3	Asp. (10)		0.807	12,170				1299
Li	3	Li.	3	Asp. (10)		0 786	11,975				
Fld	6	Fld.	3	Asp. (10)		0.947	14,171				1300
Fld	9	Fld.	3	Asp. (10)		1.170	15,863				
S. Con. (d) (10, 13, 19)	5	Bitu.	2			2.200	26,300				1301
		F. Con. (a)	6	(10,13,19)		1.110	15,980				
Lo. St	6	Li.	3	Sc., water		1.000	15,077				1302
Li	4½	Li.	3	Sc., water		0.760	9,590				1303
S Con. (e) (5)	6	Br. (15)	4			1.787	22,430				1304
		F.Con. (20)	Var.			1.000	14,030				1305
Gn	4½	Gn.	3	Asp		0.894	17,440				1306
Lo. St	5	Gn.	3	Sc., water	CO. ( )	0.547	14,460				
Old Tel		App. St.	3	T		0.624					1307
App. St	5	App. St.	3	T		0.819	16,251				
											*1308
Lo. Gn	5	Lo. Gn.	3	Asp. (10)		0.897	15,450				1308A
Sub. 8″ Gn. 2″	10	Lo. Gn.	3	Asp. (10)		0.998	16,400				
Gn	5	Gn.	3	Asp		0.942	14,245				1309
Sub. 8″, Gn. 2″	10	Gn.	3	Asp		1.040	15.369				
Sub	5	App. St.	3	Sc., water		0 669	14,775				1310
Fld	6	Li.	3	Sc., water		0 908	16.403				1311
Fld	6	Lo.	3	Asp. ( )		0 815	13.925				1312
Fld	8	Li.	3	Sc., water		0.692	12.720				
Li	5	Li.	3	Sc., water		0 770	13,460				1313
Fld. 8″, Li. 2″	10	Li.	3	Sc., water		0 853	14.520				
Sub	8	Li.	3	Sc., water		0 547	10.740				1314
		F. Con. (19)	7			1.342	15 440				1315
		F. Con. (19)	6			1.150	13.640				
											1316
S. Con. (20)	5	Bitu.	2			2 336	27.965				
Li	5	Li.	3	Asp. (10)		1.186	17,170				1371
S. Con. (20)	5	Br. (3)	4			2.236	26,130				
Sub	7	Am.	2¾			1.190	16,800				
App. St	6	Am.	2¾			1.183	16,730				1318
S. Con. (i) (5)	5	Am.	2¾			1.437	19,120				1319
S. Con. (i) (5)	5	Br. (19)	4			1.937	23,810				
Fld	6	Sst.	3	Sc., water	CO. (2)	0.740	11,080				1320
Lo. St	5	Li.	3	Sc., water	Ca.Cl., T	1.034	17,216				1321
Fld	5	Slag	3	Asp		1.043	16,083				1322

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
									3.51	14	26-28	29,539
1323	West....	4.62	.....	$56,340 69	$36,621 45	8/28/15	100	12/12/17	0.59	14	26-28	4,997
									0.52	14	26-28	4,549
1324	West....	3.02	.....	33,728 69	21,923 65	8/31/15	100	2/24/17	2.62	14	26-28	21,818
									0.40	14	26-28	3,267
1325	West....	2.81	.....	30,355 27	19,730 93	8/31/15	100	2/15/17	2.81	14	24-26	23,379
1326	Madison.	0.19	.....	2,720 04	1,904 03	11/ 5/15	100	8/21/16	0.19	16	26-32	1,733
1327	Cayuga .	.....	6.06	68,600 00	44,590 00	10/30/15	41	.....	0.85	14	28	6,900
									5.21	14	28	42,900
1328	Monroe.	0.73	.....	14,796 07	9,617 45	11/18/15	100	6/13/16	0.73	16	32	6,938
1329	Orange..	3.70	.....	65,438 43	34,416 15	6/ 9/16	100	3,20/18	3.53	Var.	26-60	35,840
									0.17	44	44	4,399
1330	Tomp...	2.46	.....	31,319 71	20,671 01	10/30/15	100	12/12/17	2.46	14	24	20,219
									2.01	14	26	16,524
1331	Colum...	4.27	.....	49,703 41	32,307 22	10/30/15	100	1/ 3/17	0.33	14	26	2,708
									1.93	14	26	15,883
1332	Colum..	.....	7.77	82,750 00	52,195 00	10/30/15	23	.....	6.54	14-16	26-28	47,705
									1.23	14	26	10,067
1333	Erie....	.....	9.14	170,000 00	110,500 00	12/ 3/15	24	.....	9.14	14	26-32	75,018
†1334A	Erie....	.....	3.18	49,500 00	32,175 00	8/25/16	96	.....	1.85	16	26-32	17,377
									1.33	16	26-32	12,530
†1334B	Erie....	.....	1.12	47,600 00	11,895 00	8/24/16	....	.....	1.12	16-44	32-44	23,180
1335	Erie....	4.52	.....	67,645 91	43,939 84	12/ 3/15	100	11/16/17	4.29	14	28-36	35,200
									0.23	16-30	28-30	3,022
1336	Erie....	.....	5.19	71,000 00	46,150 00	10/25/15	34	.....	0.99	14	32	8,090
									4.20	14	28-38	33,470
									0.75	16	32	7,086
1337	Monroe.	2.89	.....	40,087 03	26,056 57	11/ 4/15	100	1/ 9/17	1.69	12-16	32	14,724
									0.45	16	32	4,199
1338	Schenec.	4.22	.....	38,961 06	25,323 91	11/20/15	100	11/29/16	0.35	16	30	3,257
									3.87	16	30	36,445
1339	Genesee.	0.41	.....	15,772 28	9,217 55	11/11/15	100	8/21/16	0.27	16	26	2,490
									0.14	16	26	1,345
*1340	West....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1341	West....	0.35	.....	5,378 25	3,092 49	11/24/16	100	2/13/18	0.35	16	26	3,323
1342	Nassau..	.....	5.24	99,200 00	64,480 00	7/17/16	20	.....	4.71	16	24-26	44,190
									0.53	16	27-28	4,978
1343	Nassau..	.....	3.09	40,400 00	26,260 00	7/27/16	3	.....	3.09	16	28	29,020
1344	Nassau..	.....	3.38	50,400 00	32,760 00	8/22/16	22	.....	3.38	16	28	31,744
1345	Saratoga	.....	5.74	73,300 00	47,645 00	4/26/16	81	.....	5.56	16	26-28	52,211
									0.18	16	26-28	1,673
1346	Herk....	.....	5.10	76,700 00	52,156 00	7/13/16	....	.....	5.10	16	24	47,899
1347	Scho....	4.41	.....	46,773 82	37,419 06	6/19/16	100	8/28/17	4.41	12, 16	24, 28	32,895
1348	Greene..	.....	3.98	49,600 00	36,704 00	6/ 9/16	22	.....	3.98	14	24-26	32,769
1349	Wyom..	.....	4.73	57,000 00	38,760 00	6/ 6/16	42	.....	4.73	14	26	38,822
1350	Livings..	3.42	.....	45,117 26	22,558 63	6/ 9/16	100	12/ 5/17	3.42	14, 16	23-32	29,818
1351	Livings..	.....	2.05	39,000 00	25,350 00	10/28/16	65	.....	1.72	14	28-32	14,116
									0.33	14	28-32	2,717
1352	Yates...	.....	9.63	108,000 00	73,440 00	6/10/16	56	.....	1.63	12-16	24-30	69,957
1353	Onon....	2.13	.....	44,673 35	29,037 68	4/25/16	100	4/10/17	0.04	22-24	24	496
									2.09	16, 22	24-44	26,153
1354	Onon....	.....	5.55	75,800 00	57,565 00	7/17/16	8	.....	5.55	14	26	45,577
*1355	Oneida..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1356	Oneida..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1357	Oneida..	.....	4.87	55,200 00	35,880 00	6/ 8/16	93	.....	4.87	16	26	45,744
1358	Oneida..	.....	8.26	81,300 00	52,845 00	6/ 8/16	59	.....	8.26	16	26	77,539
*1359	Onon....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1360	Madison.	.....	6.54	73,500 00	51,450 00	7/11/16	26	.....	6.54	12	24-26	46,332
1361	Madison.	.....	5.65	67,300 00	47,110 00	7/14/16	14	.....	4.11	14	26	33,769
									1.54	14	26	12,672
*1362	Herk....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1363	Herk....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1364	Greene..	.....	6.02	82,500 00	61,050 00	6/ 7/16	79	.....	1.38	14	26	11,355
	G								4.64	14	26	38,049
1365	reene..	2.39	.....	31,400 00	23,236 00	7/11/16	100	11/30/17	2.05	14	26	14,809
									0.34	14	23	2,800
1366	Alleg....	6.88	.....	78,538 97	54,502 90	6/10/16	100	1/29/18	5.18	12	24	36,443
									1.70	12-40	24-43	18,245

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			HIGHWAY NO.
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–26′ highway	Year resurfaced	Miles	Type	
Gn	5	Gn	3	Asp. (10)		0.820	12,890				
Fld. 8, Gn. 2	10	Gn	3	Asp. (10)		0.883	13,430				1323
Fld	8	Gn	3	Asp. (10)		0.724	11,990				
Lo. St	4	Lo. St	3	T. (17)		0.699	11,670				1324
Sub.8″, Lo.St.2″	10	Lo. St	3	T. (17)		0.852	13,110				
Fld	8	Lo. St	3	Asp. (10)		0.702	11,570				1325
Sub	6	Li	3	Asp. (11)		1.029	14,750				1326
Grv. 6″, Li. 5″	11	Li	2½	Asp		1.149	14,041				1327
Li	5	Li	2½	Asp		0.919	11,967				
S. Con. (d)(2)	5	MM.-2	2	Asp. (10)		1.481	19,245				1328
		F.Con.(11)	Var.			0.875	14,510				1329
S. Con	6	Br. (22)	4			1,792	23,126				
Li	4	Li	3	Sc., water		0.658	13,680				1330
Sst., Li	†5	Sst., Li	3	T. (17)		0.960	13,440				
Sst., Li	†4	Sst., Li	3	T. (17)		0.874	12,630				1331
Sst., Li	3	Sst., Li	3	T. (17)		0.788	11,830				
Lo. St	3	Lo. St	3	LC. T. (17)		0.806	12,050				1332
Sub	6	Lo. St	3	LC. T. (17)		0.793	11,970				
Slag	5	App. St	3	Sc., water	T.	0.036	11,470				1333
Sl	5	App. St	3	Sc., water	T. ( )	0.835	12,960				1334A
		F. Con	8-P			1 507	17,700				
		F. Con	av6½			1.156	19,778				1334B
Slag	5	Slag	3	Sc., water	T. (11)	1.033	14,940				1335
S.Con.(d)(20)	6	Br. (9)	4			2.000	23,035				
Grv. 6″, Slag 5″	11	Slag	3	Sc., water	T	1.390	18,365				1336
Slag	5	Slag	3	Sc., water	T	0.913	13,827				
S. Con. (d) (20)	5	Li	2	Asp.(10)MM.-2		1 537	20,120				
Slag	5	Li	3	Sc., water		0.757	12,330				1337
Old Mac		Li	4	Sc., water		0.460	9,620				
Lo. St	4	Lo. St	3	Sc., water		0.573	8,410				1338
Sub. 6, Lo. St. 2	8	Lo. St	3	Sc., water		0.651	9,140				
Sc. Grv.†	5	Li	3	Sc., water	Ca.Cl.	0.714	38,490				1339
Li	5	Li	3	Sc., water	Ca.Cl.	0.714	38,490				
											*1340
Tr	4	Tr	3	Asp. (10)		1.104	14,570				1341
		F. Con. (1)	6			0.932	19,211				1342
Tr	4	Tr	3	Asp. ( )		0.832	18,178				
		F. Con	6-P			0.956	13,015				1343
		F. Con	6-P			1.050	14,580				1344
Lo. St	4	Lo. St	3	Asp. (10)		0.797	12,610				1345
Fld. 6, Lo.St. 2	8	Lo. St	3	Asp. (10)		0.938	14,400				
Fld	6	App. St	3	Sc., water	T. ( )	0.731	15,371				1346
Fld	6	Sst	2½	Asp. (10)		0.627	11,955				1347
Fld	6	Li	3	Sc., water		0.584	12,840				1348
Sc., Grv	5	Imp. Li	3	Sc., water	Ca.Cl.	0.835	13,034				1349
Sst	5	Li	3	Sc., water	CaCl	0.710	13,350				1350
		F. Con	6-P			1.347	18,733				1351
Sl	5	Li	3	Sc., water		0.942	14,931				
Sub	6	Lo. St	3	Sc., water	Ca.Cl.	0.683	12,828				1352
S. Con.(1, 2, 19)	7½-P	Br. (10)	4			2.333	27,585				1353
		F. Con	7½-P	(1, 2, 19)		0.930	14,415				
		F. Con. (6)	7-P			1.057	14,877				1354
											*1355
											*1356
Sub	6	App. St	3	Sc., water	T. ( )	0.837	11,136				1357
Sub	6	Fld	3	Sc., water	T. ( )	0.650	9,840				1358
											*1359
Sub	6	Li	3	Sc., water	T. ( )	0.752	12,970				1360
Sub	6	Li	3	Sc., water	T. ( )	0.915	12,577				1361
Grv. 6, Li. 3	9	Li	3	Sc., water	T. ( )	1.015	13,515				
											*1362
											*1363
App. St	4	App. St	3	T. ( )		0.863	15,620				1364
Sub	6	App. St	3	T. ( )		0.780	14,840				
Lo. St	4	Lo. St	3	Asp. (10)		0.713	14,235				1365
Lo. St	4	Lo. St	3	Sc., water		0.493	12,205				
Sub	6	App. At	3	Sc., water		0.725	11,015				1366
Sub	8	App. St	3	Asp. (2, 10)		1.036	13,935				

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
	Monroe	1.71	.....	$21,586 29	$14,031 09	6/ 7/16	100	1/9/17	1.71	16	32	16,044
	Cort	2.07	.....	25,659 92	17,944 44	6/13/16	100	1/ 3/18	2.07	10	24	12,163
	Cort	2.00	.....	24,246 24	16,971 14	6/ 9/16	100	3/26/18	2.00	10	24	11,710
*1370	West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1371	Albany	0.88	.....	29,088 62	18,907 60	7/12/16	100	10/10/17	0.88	16	28	8,298
1372	Albany	3.23	.....	57,066 26	36,987 15	7/14/16	100	12/18/17	3.23	14	26	27,744
137	Albany	0.12	.....	2,232 92	1,451 40	9/25/17	100	1/11/18	0.12	14	24-26	1,007
1373	Ulster	.....	2.73	46,800 00	23,504 67	7/18/16	41	.....	2.73	16-32	28-32	29,714
1374	Madison	0.91	.....	12,348 96	6,174 48	7/22/16	100	7/19/17	0.91	16	28	8,565
1375	Fulton	.....	1.10	16,800 00	8,400 00	7/14/16	66	.....	1.10	16	28	10,286
*1376	Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1377	Fulton	.....	3.74	45,500 00	22,750 00	10/28/16	55	.....	3.74	14	26	30,736
1378	Chem	.....	4.14	120,000 00	30,586 96	7/11/16	76	.....	1.19 1.46 1.49	30-38 16 14	30-38 26 24	25,600 13,865 12,112
1379	Chatau	.....	0.74	40,000 00	9,650 00	8/22/16	48	.....	0.74	30	30	13,107
1380	Chatau	.....	5.65	134,100 00	87,165 00	7/17/16	.....	.....	3.11 2.54	16-30 10-16	30-32 26-30	29,257 19,802
1381	Chatau	.....	3.90	56,100 00	36,465 00	10/31/16	11	.....	3.90	10	24-38	23,091
*1382	Oneida	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*1383	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*1384	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*1385	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*1386	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1387	St. Law	0.43	.....	5,559 63	4,002 93	7/14/16	100	9/26/17	0.43	16-26	32-34	4,125
1388	St. Law	.....	11.16	68,000 00	48,960 00	7/18/16	53	.....	4.23 6.93	12-14 12-14	26-28 26-28	30,783 56,701
1389	St. Law	.....	4.60	79,000 00	56,880 00	2/27/17	.....	.....	4.60	10,14	24-28	27,874
1390	Monroe	.....	2.92	44,200 00	28,730 00	7/12/16	44	.....	0.38 2.54	16 16	26 26-28	3,556 24,109
1391	Monroe	.....	7.93	78,400 00	50,960 00	7/14/16	5	.....	3.67 4.26	10 10	30-32 Av. 36	21,519 24,953
*1392	Monroe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1393	Monroe	.....	5.27	73,000 00	47,450 00	7/17/16	4	.....	4.04 0.37 0.86	12-16 16 16	26-28 28 32	28,627 3,467 8,134
1394	Chen	.....	7.09	101,400 00	50,700 00	7/14/16	25	.....	4.28 2.81	14, 16 14, 16	26-32 26-32	35,250 23,844
1395	Chen	2.90	.....	34,650 41	17,300 20	7/17/16	100	12/14/17	2.90	14	26	23,880
1396	Nassau	.....	2.99	121,000 00	66,755 00	2/24/17	28	.....	2.99	16-20	28-50	32,262
*1397	Jeff	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1398	Clinton	.....	10.46	124,600 00	104,664 00	7/11/16	86	.....	10.46	14	26	85,880
1399	Seneca	0.24	.....	3,815 53	2,480 09	8/21/16	100	1/18/17	0.24	16-24	30	2,314
1400	Seneca	.....	4.89	67,200 00	43,680 00	8/21/16	.....	.....	4.89	12-14	24-28	38,073
1401	Sene a	.....	2.12	25,600 00	16,640 00	9/25/16	.....	.....	2.12	14	28	17,450
1402	Genesee	.....	7.60	89,700 00	58,305 00	7/24/16	62	.....	7.60	16	32	71,446
1403	Genesee	.....	7.94	105,700 00	64,675 00	7/21/16	38	.....	7.94	12, 14	26	62,540
1404	Albany	5.62	.....	74,801 19	48,579 42	7/14/16	100	1/ 3/18	5.62	12, 14	24, 32	46,701
1405	Albany	.....	2.93	42,400 00	27,560 00	7/18/16	48	.....	2.93	14	26	24,046
1406	Wayne	3.67	.....	39,880 97	25,920 36	7/13/16	100	10/23/17	3.67	†14	28	30,231
1407	Wayne	.....	3.97	37,200 00	24,180 00	7/15/16	22	.....	2.28 1.69	12 12	24 24	16,248 11,933
1408	Otsego	.....	8.13	101,100 00	76,836 00	8/19/16	6	.....	8.13	14	24	66,771
1409	Otsego	.....	7.87	140,200 00	92,264 00	7/17/16	10	.....	0.62 6.53 0.72	14 14 14-40	26, 28 26 16-43	5,107 53,615 14,810
*1410	Essex	1.76	.....	23,262 39	18,085 12	7/20/16	100	1/30/17	1.76	14, 16	26	15,458
1411	Essex	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1412	Dutchess	0.57	.....	9,359 59	6,083 73	7/14/16	100	2/15/17	0.57	16	28	5,328
1413	Oswego	2.04	.....	28,584 78	19,437 65	7/18/16	100	11/ 8/17	1.22 0.05 0.77	14, 18 14 14, 18	28 28 28	10,171 389 6,354
1414	Cayuga	.....	5.45	82,200 00	53,430 00	8/21/16	.....	.....	5.45	14	28	45,048
1415	Ontario	.....	3.95	44,300 00	28,795 00	8/16/16	56	.....	3.95	12, 16	33	37,038
1416	Seneca	2.63	.....	30,737 50	19,979 37	8/21/16	100	9/28/17	2.63	14	26	21,646
1417	Ulster	3.11	.....	43,767 42	28,448 82	11/11/16	100	2/ 6/18	3.11	10-14 3	24-28	.....

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Sl.	5	Li.	3	Sc., water	Ca.Cl.	0.888	11,500				1367
Lo. St.	4	Li.	3	Sc., water		0.715	14,650				1368
Li.	4	Li.	3	Sc., water		0.763	15,040				1369
											1370
S. Con. (9)	6	Br. (10)	4			2.434	29,661				1371
Sc. Grv.	6	Imp. St.	3	Sc., water	CT.(17)	0.884	17,370				1372
Li.	4	Li.	3	Sc., water	T. (17)	1.474	20,220				1372A
		F. Con. (3)	6-P			1.083	14,649				1373
Fld.	9	Li.	3	Sc., water	T. (17)	1.127	13,450				1374
Sub.	6	App. St.	3	Asp. ( )		1.075	14,920				1375
											*1376
Sub.	6	Fld.	3	Sc., water	T.	0.816	13,004				1377
S. Con.	5	Br.	4			2.278	27,897				
Sub.	5	Li.	3	Asp.		1.025	16,135				1378
Sub.	5	Li.	3	Sc., water	Ca.Cl.	0.876	14,736				
S. Con.	5	Br.	4			2.270	20,603				1379
S. Con.	6	Br.	4			2.158	26,854				1380
		F. Con.	6-P			1.268	18,509				
		F. Con.	6-P			1.647	19,910				1381
											*1382
											*1383
											*1384
											*1385
											*1386
Gn.	3	Gn.	3	Asp. (10)		0.948	12,460				1387
Sub.	6	Lo. St.	3	Asp.		0.944	12,700				1388
Lo. St.	3	Lo. St.	3	Asp.		0.850	11,820				
		F. Con.	6½-P			1.403	20,570				1389
Sub.6.App.St.3.	9	Li.	3	Sc., water	Ca.Cl.	1.028	15,920				1390
App.St.	5	Li.	3	Sc., water	Ca..Cl.	0.901	14,730				
Lo. St.	5	Li.	3	Sc., water	T.	0.827	11,246				1391
Lo. St.	5	Grn.	3	Sc., water	T.	0.827	11,246				
											*1392
Sc., Grv. (16)	5	Li.	3	Sc., water	Ca.Cl.	0.778	11,657				
		Li.	3	Sc., water	Ca.Cl.	0.417	8,568				1393
		F. Con (16)	7			1.361	17,430				
Sub.	6	Li.	3	Sc., water	T.	0.877	14,030				1394
App. St.	4½	Li.	3	Sc., water	T.	1.161	16,700				
Sub.	6	Li.	3	Sc., water		0.700	12,750				1395
S. Com.	5	Asp. Blk.	2			2.378	33,565				1396
											*1397
App. St.	4	App. St.	3	Asp.		0.791	12,884				1398
Li.	5	Li.	3	Asp. (2)		1.012	15,295				1399
		F. Con.	Av.6			1.200	14,990				1400
Imp. Li.	5	Imp. Li.	3	Sc., water	Ca.Cl.	0.890	12,980				1401
Sl.	5	App. St.	3	Sc., water	T.	0.807	11,344				1402
Li.	5	Li.	3	Sc., water	T.	1.016	14,120				1403
Fld. 6, Lo. St. 2.	3	Lo. St.	3	So., water	T. (17) Ca.Cl.	0.744	14,14[illegible]				1404
Sub. 6, Li. 2.	8	Li.	3	Sc., water	Ca.Cl.	0.900	15,230				1405
Lo. St.	4	Lo. St.	3	Asp. (10)		0.824	11,685				1406
Grv.	6	Li.	3	Sc., water	Ca.Cl.	0.742	10,912				1407
Lo. St.	4	Li.	3	Sc., water	Ca.Cl.	0.820	11.644				
Lo. St.	4½	Li.	3	Sc., water	CO.	0.807	13,485				1408
App. St.	4½	Li.	3	Sc., water	CO.	1.130	16,630				
Sub.	6	Li.	3	Sc., water		1.090	16,260				1409
S. Con.	5	MM-2	2			1.164	16,950				
App. St.	4	App. St.	3	Asp. (10)		0.975	13,670				*1410
											1411
		F. Con (3).	¾-P			1.133	7,190				1412
Sub.	7	Lo. Li.	3	Asp. (10)		0.868	14,930				
Lo. Li.	5	Lo. Li.	3	Asp. (10)		0.941	15,610				1413
Lo. Li.	3	Lo. Li.	3	Asp. (10)		0.797	14,260				
		F. Con.	7-P			1.100	16,139				1414
Li.	5	Li.	3	Sc., water	T.	0.746	11,150				1415
Li.	4	Li.	3	Sc., water	Ca.Cl.	0.928	12,760				1416
Fld.	6	Lo. St.	3	T. (17)		0.896	14,865				1417
(Shoulders)		Lo. St.	4	Sc., water	CT. (17)	0.446					

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1418	Ulster...	0.55	.....	$17,607 24	$11,444 71	11/ 2/16	100	1/ 4/18	6.21	26, 14	36, 24	1,847
									0.34	14	24, 38	2,886
1419	Ulster...	.....	3.17	47,200 00	30,095 00	8/21/16	17	.....	2.35	14	26, 28	19,269
									0.82	14	24	6,782
1420	Schuyler.	.....	3.01	36,100 00	28,880 00	11/ 2/16	45	.....	3.01	14	26	24,683
1421	Renss...	.....	7.20	108,700 00	70,655 00	8/16/16	46	.....	7.20	14	20-26	59,124
1422	Renss...	.....	4 88	65,200 00	42,022 50	8/21/16	51	.....	2.78	12, 16	24-26	21,453
									2.10	12	24-26	16,217
*1423	Renss...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1424	Renss...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1425	Renss...	.....	2.97	42,000 00	27,300 00	11/24/16	46	.....	2.97	14	26	24,354
*1426	Renss...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1427	Oswego..	0.55	.....	10,416 55	6,359 58	8/22/16	100	10/ 2/17	0.03	16	28	266
									0.52	16	28	4,939
1428	Oswego..	.....	6.36	86,200 00	57,460 00	1/22/16	33	.....	5.41	14	24-32	44,550
									0.95	14	32	7,738
*1429	Orleans..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1430	Orleans..	.....	1.32	107,600 00	17,095 00	8/24/16	94	.....	1.10	32	32	20,784
									0.22	40-57	40-57	7,654
1431	Tomp...	.....	3.37	47,100 00	31,086 00	8/22/16	2	.....	.....	12-14	24	24,585
1432	Tomp...	0.43	.....	5,817 19	3,836 05	8/21/16	100	1/8/18	0.43	12	22	3,062
									0.16	45-16	48-32	2,772
1433	Tomp...	.....	5.86	99,200 00	60,522 00	8/24/16	22	.....	0.30	16-14	32-26	2,796
									5.40	14	26	44,375
1434	Tomp...	0.61	.....	16,297 32	5,697 32	8/21/16	100	8/31/17	0.49	16	26	4,565
									0.12	24-30	24-30	1,964
1435	Cort....	.....	6.07	85,000 00	59,500 00	8/22/16	....	.....	3.67	14	24-26	30,181
									2.40	14	24-26	19,775
1436	Wash...	.....	1.43	69,800 00	17,136 00	8/17/16	89	.....	0.90	28-44	28-44	14,565
									0.53	16	26	5,138
1437	Wash...	.....	4.58	46,700 00	33,624 00	8/24/16	71	.....	4.58	16	26-28	43,035
1438	Wash...	.....	6.98	113,000 00	81,360 00	8/21/16	4	.....	6 98	14-16	26	60,198
1439	Dela....	.....	6.51	98,400 00	74,304 00	9/25/16	10	.....	6.51	12-20	24, 22	49,771
1440	Dela....	.....	3.39	50,800 00	39,388 00	8/21/16	....	.....	3.39	14-30	26-42	32,084
									1.06	20-40	20-40	18,752
1441	Dela....	.....	4.31	79,000 00	50,654 00	8/21/16	....	.....	2.50	14	22	20,544
									0.75	16	26	6,969
*1442	Lewis...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1443	Erie....	.....	5.09	66,000 00	42,900 00	8/21/16	62	.....	5.09	14	30	41,835
1444	Erie....	.....	3.75	36,500 00	23,725 00	8/21/16	81	.....	3.75	12	26	26,511
*1445	Erie....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1446	Erie....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1447	Erie....	.....	4.50	82,800 00	53,820 00	5/ 9/17	44	.....	2.66	14	26-30	21,842
									1.84	14	30	15,094
									0.65	16	26	6,328
1448	Rock....	8.59	.....	77,243 35	50,206 10	8/21/16	100	1/ 8/18	7.28	14	24	59,823
									0.36	16	26	3,351
									0.30	14	24	2,434
1449	Broome.	.....	5.35	80,200 00	40,100 00	4/16/17	3	.....	5.35	12, 16	24, 28	39,107
1450	Broome.	.....	6.93	125,000 00	62,500 00	2/27/17	8	.....	6.93	14	26	57,141
1451	Broome.	.....	4.70	59,600 00	29,800 00	8/21/16	33	.....	4.70	14	26	38,784
1452	Tioga...	.....	5.50	82,700 00	61,198 00	8/21/16	45	.....	5.50	14	26	45,178
1453	Schenec.	1.94	.....	22,553 18	14,659 18	8/21/16	100	9/12/17	1.94	12, 14	24, 26	14,234
1454	Schenec.	.....	6.33	87,300 00	56,745 00	8/18/16	35	.....	6.53	14	26	52,234
1455	Putnam.	3.41	.....	47,109 11	30,620 92	9/25/16	100	1/ 2/18	3.41	16	26	32,830
*1456	West....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1457	West....	.....	4.62	75,100 00	48,815 00	9/28/16	37	.....	4.62	14-16	28	42,768
*1458	Hamil..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1459	Livings..	1.47	.....	20,747 96	10,368 98	9/25/16	100	10/23/17	1.44	14	32-30	12,099
									0.03	14	32	233
1460	Saratoga	.....	6.74	115,700 00	77,935 00	10/28/16	50	.....	6.74	16	26-30	43,278
*1461	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*1462	Oneida..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
1463	Sullivan.	.....	5.63	73,000 00	67,160 00	10/28/16	4	.....	5.63	14	26	47,281
1464	Ulster...	.....	1.80	32,900 00	21,385 00	5/ 9/17	54	.....	1.53	14	26	12,580
									0.27	14	22-26	2,200
1465	Ulster...	2.79	.....	39,367 63	25,588 96	10/ 3/16	100	1/24/18	.....	14	26	23,097

* See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	Highway No.
S. Con	5	St. Blk	5			3.586	48,040				1418
		F. Con	5			1.058	24,310				
		F. Con (11)	6-P			0.982	16,111				1419
Lo. St	5	Lo. St	3	Sc., water	T	0.721	13,661				
Sub	6	Lo. St	3	Sc., water	T	0.701	12,370				1420
Sub. 6, App.St.2	8	Imp. Li	3	Sc., water	Ca.Cl.	0.928	15,450				1421
App. St	4	App. St	3	Sc., water		0.773	13,920				1422
Grv	6	App. St	3	Sc., water		0.759	13,785				
											*1423
											*1424
Grv. 5, Li. 3	8	Li	3	Sc., water	Ca.Cl.	1.022	15,355				1425
											*1426
		Li	3	Sc., water	Ca.Cl.	0.405	14,230				1427
Grv	9	Li	3	Sc., water	Ca.Cl.	0.809	18,020				
Lo. St	5	Lo. St	3	Asp		1.006	15,065				1428
		Imp. Li	3	Asp		0.639	11,620				
											*1429
S. Con. (10)	5	Br. (22)	4			2.244	36,906				1430
S. Con. (10)	5	St. Blk	5			3.044	44,415				
Sub	6	Li	3	Sc., water	T	1.003	16,072				1431
Sub	6	Li	3	Sc., water		0.75	15,95				1432
S. Con	5	Br	4			2.167	27,160				
Sub	6	Li	3	Asp		0.947	15,708				1433
Sub	6	Li	3	Sc., water	CO	0.971	16,017				
Li	4	Li	3	Asp. (10)		1 265	2),780				1434
S. Con. (20)	5	Br	4			2 354	28,785				
Imp. St	4	Li	3	Sc., water	T	0.878	15,221				1435
Lo. St	4	Li	3	Sc., water	T	0.819	14,667				
S. Con. (9)	6	Br	4			2.868	38,460				1436
App. St	4	App. St	3	Sc., water	Ca.Cl.	0.830	19,329				
Lo. St	4	Lo. St	3	Sc., water	Ca.Cl.	0.607	9,595				1437
Sub.6, App.St. 2	8	App. St	3	Sc., water	HCT	0.983	16,898				1438
Sub	6	Lo. St	3	Asp		0.976	16,352				1439
Sub	6	Sst	3	T		0.867	14,244				1440
Lo. St	4	Tr	2½	Asp		1.194	17,242				
Sub	6	Lo. St	3	Asp		0.866	14,163				1441
Old Mac., Lo.St	3	Tr	2½	Asp		1.094	16,303				
											*1442
Sl	5	St	3	Sc., water		1.093	13,710				1443
App. St	5	App. St	3	Sc., water		0.902	11,760				1444
											*1445
											*1446
Sl	5	App. St	3	Sc., water		1.243	18,140				1447
		F. Con	6			1.533	20,860				
Gn	4	Gn	3	Sc., water	T. (17)	0.730	9,120				
Tr	4	Tr	3	Sc., water	T. (17)	0.730	9,120				
Fld	8	Gn	3	Sc., water	T. (17)	0.829	10,050				1448
Fld	8	Tr	3	Sc., water	T. (17)	0.829	10,050				
Sub	6	Lo. St	2½	Asp		1.277	17,840				1449
Sst	4½	Sst	3	Asp		1.111	19 283				*1450
Sub	6	Sst	3	Asp		0.835	13,196				1451
Sub	6	Li	3	Sc., water	T	0.870	15,800				1452
Grv.6, App.St. 3	9	App. St	3	Sc., water	Ca.Cl.	0.969	13,630				1453
Sub. 6, Lo. St. 2	8	Li	3	Sc., water	T	1.043	14,935				1454
Fld	6	Gn	3	Asp. (10)		0.837	13,620				1455
											*1456
		F. Con	6-P			1.161	15,761				1457
											*1458
Sub	6	Li	3	Sc., water	Ca.Cl.	0.939	14,640				1459
Sub	6	Li	6	Sc., water	CaCl	1.428	19,275				
		F. Con	6-P			1.150	16,071				1460
											*1461
											*1462
Sub	6	Sst	6	Asp		0.895	13,809				1463
Li	4	Li	3	Asp		0.940	19,665				1464
Li	4	Li	3	Sc., water	Ca.Cl.	0.711	17,520				
Sub	6	Dol	3	Asp. (10)		0.890	15,120				1465

APPENDIX A—COUNTY HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
1466	Monroe		6.33	$79,400 00	$51,610 00	10/31/16	23		6.33	16	32	60,480
*1467	Scho											
*1468	Albany											
1469	Monroe		4.94	93,000 00	51,350 00	10/31/16	39		0.42	20	24	5,135
									4.52	14	26	37,268
*1470	Chat											
*1471	Chat											
*1472	Scho											
1473	Chen		3.06	50,700 00	25,350 00	10/31/16	21		3.06	12	22-24	21,932
1474	Steuben		4.99	56,000 00	38,080 00	10/28/16			4.99	12	24	35,119
1475	Steuben		6.00	83,400 00	56,712 00	10/28/16			6 00	10	24	35,202
1476	Steuben		4.00	58,400 00	39,712 00	10/28/16			4.00	10	24	25,023
1477	Steuben	2.83		57,437 13	27,103 67	10/28/16	100	12/14/17	2.51	16-14	26	23,287
									0.32	30-56	30-56	7,572
1478	Sullivan		4.01	53,500 00	49,220 00	11/28/16			4.01	14	26	33,000
*1479	Cattar											
*1480	Cattar											
*1481	Monroe											
*1482	Schenec											
*1483	Sullivan											
1484	Jeff		0.66	14,200 00	8,450 00	5/31/17	62		0.66	12-20	28, 32	5,437
*1485	Otsego											
1486	Broome		2.78	49,900 00	23,400 00	2/26/17	88		0.77	14-40	26-43	7,240
									2.01	14	26	16,504
1487	Broome		4.08	57,900 00	28,950 00	2/26/17	79		1.51	14	26	12,429
									2.57	14	26	21,197
1488	Clinton		5.95	81,000 00	68,040 00	3/ 2/17	60		5.95	14	26	48,900
*1489	Clinton											
1490	Lewis		5.37	66,000 00	55,440 00	5/ 9/17	58		5.37	10	24	31,510
1491	Erie		2.97	39,700 00	25,805 00	2/26/17	28		2.97	14	29-33	24,372
1492	Erie		2.90	31,500 00	20,475 00	3/ 1/17	5		2.90	12	24-30	20,412
1493	Erie		3.02	41,000 00	26,650 00	2/26/17			3.02	12	30	21,222
*1494	Erie											
*1495	Suffolk											
*1496	Essex											
*1497	Chenan											
*1498	Mont											
1499	Monroe		4.56	88,000 00	57,200 00	2/24/17	25		3.28	14, 16	28, 32	28,648
									1.28	16	32	12,065
1500	Cortland		2.33	40,400 00	28,280 00	2/23/17	24		2.33	14	24	19,104
*1501	Warren											
1502	Rock		0.24	17,900 00	11,635 00	5/ 9/17	68		0.24	10	22	1,422
										10		
*1503	Wayne											
*1504	Mont											
*1505	Onon											
1506	Onon		5.52	71,500 00	46,475 00	5/ 9/17	50		3.02	14	26	24,860
									2.50	14	26	20,598
*1507	Onon											
*1508	Orange											
*1509	Cattar											
*1510	Chen											
*1511	Essex											
*1512	Putnam											
*1513	Putnam											
*1514	Rock											

* See list by counties.

1898 TO DECEMBER 31, 1917—(*Concluded*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			HIGHWAY NO.
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	
App. St.	5	App. St.	3	Sc., water	Ca.Cl.	0.820	11,900				1466
											*1467
											*1468
S. Con.	5	Br.	4			2.113	25,008				1469
		F. Con.	6-P			1.431	18,606				
											*1470
											*1471
											*1472
Sub.	6	App. St.	3	Asp.		0.972	19,000				1473
Sub.	6	Sl.	3	Sc., water	T.	0.869	13,230				1474
Sub.	6	Sst.	3	T.		0.914	15,952				1475
Sub.	6	Sst.	3	Asp.		0.848	17,531				1476
Sub.	6	Li.	3	Asp. (10)		0.921	14,065				1477
S. Con. (6)	5	Br. (28)	4			1.989	24,090				
Sub.	6	Lo. St.	3	T.		0.947	14,320				1478
											*1479
											*1480
											*1481
											*1482
											*1483
Sub.	8	App. St.	3	Asp.		1.372	22,660				1484
											*1485
Grv. 4, App. St. 4	8	Li.	3	Asp.		1.219	20,810				1486
Grv.	9	Li.	3	Sc., water	Ca.Cl.	0.869	17,530				
Grv.	8	Sst.	3	Asp.		0.929	15,225				1487
Fld.	6	Sst.	3	Asp.		0.926	15,197				
Sub.	6	Lo. St.	3	Asp.		0.874	14,410				1488
											*1489
Fld.	6	Gn.	3	Asp.		1.168	16,575				1490
Grv.	5	App. St.	3	Sc., water	Ca.Cl.	0.842	12,887				1491
Sl.	5	App. St.	3	Sc., water	Ca.Cl.	0.925	12,840				1492
Sl.	5	App. St.	3	Sc., water	Ca.Cl.	1.240	16,040				1493
											*1494
											*1495
											*1496
											*1497
											*1498
Sl.	5	Li.	3	Sc., water	Lig.	0.994	18,215				1499
		F. Con.	6			1.443	22,335				
Lo. St.	5	Li.	3	Sc., water	Ca.Cl.	0.936	17,840				1500
											*1501
App. St.	3	App. St.	3	T.		0.891					1502
(Shoulders)		App. St.	4								
											*1503
											*1504
											*1505
Imp. Li.	4	Imp. Li.	3	Li. Sc., water	Ca.Cl.	0.982	14,430				1506
Lo. St.	4	Imp. Li.	3	Li. Sc., water	Ca.Cl.	0.895	13,610				
											*1507
											*1508
											*1509
											*1510
											*1511
											*1512
											*1513
											*1514

APPENDIX A — STATE HIGHWAYS

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5000	Ulster...	3.22	.....	$30,026 00	$30,026 00	2/ 7/10	100	11/ 5/10	3.22	16	28–32	30,228
5001	Ulster...	1.57	.....	22,572 38	22,572 38	2/17/10	100	11/29/10	1.47	16	26	13,778
									0.10	16	26	939
5002	Rock....	1.61	.....	22,366 92	22,366 92	2/17/10	100	11/29/10	1.61	16	26, 28	15,111
									1.02	16	28–32	22,674
5003	West....	3.44	.....	48,758 08	48,758 08	3/ 2/10	100	11/29/10	0.43	16	28–32	4,018
									1.99	16	28–32	5,582
5004	Colum..	2.64	.....	33,120 05	33,120 05	2/19/10	100	10/ 1/10	2.64	16	28, 32	24,802
5005	Jeff.....	4.77	.....	60,728 81	60,728 81	2/18/10	100	10/29/10	4.77	16	28	44,721
5006	Putnam.	1.80	.....	30,536 82	30,536 82	3/ 2/10	100	7/ 6/11	1.80	16	28	16,889
5007	Orange..	3.28	.....	45,000 00	45,000 00	2/21/10	100	11/29/10	3.16	16	28–32	29,856
									0.12	16	28–32	889
5008	Suffolk..	3.55	.....	53,551 56	53,551 56	4/ 7/10	100	12/30/11	2.35	16	32	22,512
									1.20	16	32	11,634
5009	Dutchess	1.67	.....	24,717 27	23,647 52	2/24/10	100	12/22/10	1.67	16, 22	26, 22	16,033
5010	Albany..	1.98	.....	30,016 89	30,016 89	2/21/10	100	11/25/10	1.98	16	30	18,556
5011	Essex...	3.45	.....	59,584 88	59,584 88	2/24/10	100	9/26/11	3.22	16	28, 32	30,169
									0.23	16	32	2,129
5012	Cayuga.	2.75	.....	39,213 18	39,213 18	2/24/10	100	12/10/10	2.75	16	32	25,813
5013	Chen....	3.62	.....	60,623 24	50,161 14	2/24/10	100	11/23/10	3.62	16–32½	26, 35	38,358
5014	Madison.	3.19	.....	47,245 85	47,245 85	2/23/10	100	5/20/11	2.49	16	28–32	23,381
									0.70	16	32	6,578
5015	Ontario.	1.19	.....	27,812 57	25,840 16	4/ 9/10	100	11/15/10	0.56	16–30	32	5,815
									0.63	16	32	5,945
5016	Onon...	3.09	.....	41,544 99	41,544 99	2/24/10	100	1/10/11	1.98	16	32	18 578
									1.11	16	32	10,409
5017	Wayne..	2.95	.....	43,781 53	43,781 53	2/21/10	100	6/20/11	2.95	16	28–32	27,705
5018	Yates...	1.99	.....	26,515 82	26,515 82	2/24/10	100	10/ 3/10	1.99	16	30, 32	18,684
5019	Erie....	1.87	.....	38,468 29	38,468 29	2/28/10	100	5/20/11	1.87	16	28–32	17,686
5020	Genesee.	3.46	.....	42,264 76	42,264 76	2/24/10	100	11/ 5/10	3.46	16	32	32,471
†5021	Livings..	3.99	.....	48,174 26	48,174 26	2/23/10	100	12/ 6/10	1.44	16	32	13,483
									2.55	16	28	23,966
5022	Broome.	2.98	.....	44,813 99	44,813 99	2/21/10	100	1/23/11	2.98	14, 16	26	28,236
5023	Allegany	2.82	.....	39,992 25	35,092 25	2/25/10	100	6/30/11	0.43	16	28	4,126
									2.39	16	28	22,404
5024	Wyom..	2.67	.....	37,020 94	37,020 94	2/24/10	100	11/ 9/10	2.67	16	28, 32	25,061
5025	Orleans..	2.46	.....	25,765 81	25,765 81	2/26/10	100	11/ 5/10	2.46	16	24–32	23,120
5026	Steuben.	3.48	.....	48,944 87	48,944 87	2/26/10	100	2/12/11	0.99	16	28	9,248
									2.49	16	28–32	23,468
5027	Greene..	1.94	.....	31,876 07	31,876 07	2/19/10	100	11/29/10	1.94	16	32	18,284
*5028	Mont...	3.72	.....	134,267 04	100,062 86	2/21/10	100	1/31/12	3.72	.....	.....	.....
5029	Renss...	2.78	.....	49,368 71	49,368 71	2/19/10	100	11/ 9/10	2.78	16	32	26,071
5030	Schenec.	2.08	.....	23,504 52	23,504 52	2/19/10	100	9/ 3/10	2.08	16	32	19,565
5031	Frank...	3.00	.....	33,682 07	33,682 07	2/19/10	100	6/30/11	3.00	16	32	28,142
5032	St. Law.	5.00	.....	54,401 24	54,401 24	2/18/10	100	11/15/10	5.00	16	32	46,953
5033	Wash....	2.96	.....	34,375 85	34,375 85	2/14/10	100	12/ 3/10	2.96	16	30	27,813
5034	Oneida..	1.39	.....	18,627 31	18,627 31	2/21/10	100	9/28/10	1.39	16	32	13,403
5035	Sullivan.	2.48	.....	34,656 13	34,656 13	2/23/10	100	6/ 3/11	2.48	16	28	23,260
5036	Lewis...	2.61	.....	37,574 92	37,574 92	4/ 9/10	100	1/ 9/12	2.61	16	32	24,462
5037	Otsego..	3.50	.....	42,507 19	42,507 19	4/ 9/10	100	11/23/11	3.50	14	26	28,716
5038	Hamilt.	2.99	.....	52,948 02	52,948 02	4/ 9/10	100	12/30/11	2.00	16	28	18,756
									0.99	16	28	9,301
5039	Albany..	3.98	.....	73,319 64	73,319 64	4/ 9/10	100	8/31/11	3.98	16	22–32	37,368
									0.05	30	30	1,008
5040	Renss...	1.53	.....	53,920 94	26,006 00	4/ 7/10	100	12/13/10	0.85	26–50	26–50	14,588
									0.63	16–30	26–32	8,901
5041	Ontario.	2.40	.....	36,874 95	36,874 95	4/ 5/10	100	11/15/10	2.05	16	32	19,364
									0.35	16	32	3,262
5042	Cayuga.	0.34	.....	66,205 93	66,205 93	4/ 7/10	100	1/12/14	3.26	16	32	30,398
	Seneca...	2.92										
5043	Tomp...	2.59	.....	34,339 72	34,339 72	4/ 9/10	100	12/30/11	2.47	16	28	22,950
									0.12	16	28	1,067
5044	Oswego..	3.49	.....	39,213 41	39,213 41	4/ 7/10	100	11/18/10	3.17	16	26–32	29,696
									0.32	16	.....	3,040
5045	Dela....	3.03	.....	58,656 72	58,656 72	4/ 5/10	100	9/12/11	3.03	16	26	28,575
5046	Monroe.	5.74	.....	62,046 28	62,046 28	4/ 5/10	100	7/15/11	5.74	16	28, 32	53,936

* Highway No. 5028 was built of various types as an experimental pavement. † Changed from original plans.

JANUARY 1, 1898 TO DECEMBER 31, 1917

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	Highway No.
Li	4	Li	2	Asp. (10)		0.732	9,155				5000
St	4	Tr	3	Asp. (10)		0.906	14,450				5001
St	4	Tr	2	Asp. (10)		0.797	13,424				
Fld	4	Tr	†2½	Asp. (10)		0.831	13,750			Oiled	5002
Gn	4	Gn	2½	Asp. (3)		0.897	14,360				
Gn	4	Gn	3	Asp. (3)		0.944	14,800			Oiled	5003
Gn	4	Gn	2	Asp. (3)		0.850	13,920				
Qrz	4	Qrz	2	Asp. (10)		0.856	12,395				5004
App. St	4	Li	2½	Asp. (10)		0.841	12,595			Oiled	5005
App. St	4	App. St	†3	Asp. (10)		0.871	16,320			Oiled	5006
Lo. St	3	Tr	2	Asp. (10)		0.735	13,120			Oiled	5007
Old Mac		Tr	2	Asp. (10)		0.496	10,875				
Grv. Con. (h)	4	Li.†	†3	Asp. (3)		1.419	16,830				5008
Grv. Con. (h)	4				HO. (3) Sn.	0.637	9,490	1914	1.20	BM.MM.-2.	
App. St	4	Tr	†2½	Asp. (3)		0.940	14,790			Oiled	5009
Li	4	Li	†3	Asp. (3) (10)		0.965	15,170	1916	1.06	F. Con.	5010
								1917	0.92	F. Con.	
St	4	St	3	Asp. (10)		0.909	16,515	1914	1.80	BM. MM.-2.	5011
S Con.(9)	5	Br. (17)	4			2.303	29,604				
Li	3½	Tr	2	Asp. (10)		0.988	14,260	1915	0.19	Bit. Mac	5012
Sst	4	Tr	2	Asp. (10)		1.003	13,915				5013
Li	4	Sy	2	Asp. (2)		0.973	13,740			Oiled	5014
Li	7	Sy	2	Asp. (2)		1.322	16,615				
Grv. Con. (h)	5	Br. (20)	4			2.180	28,205				5015
Li	4	Li	2	Asp. (10)		0.875	15,955	1914	0.63	Brick	
Li	4	Sy	2	Trn. (10) (7)		0.896	12,805			Oiled	5016
Sub. 6. Li. 3	9	Sy	2	Trn. (10)		1.031	14,075				
Li	av4	Li	2	Asp. (10)		0.989	14,430				5017
Sub. 5, Qst. 2	7	Li	2	Asp. (10)		0.928	12,850			Oiled	5018
S Con. (d) (3)	5	Br. (3)	4			1.763	20,390				5019
Li	4	Li	2	Asp. (10)		0.863	11,840			Oiled	5020
Li	4	Li	2	Asp. (2)		0.690	12,610				5021
Rock Fill		Li	3	Asp. (2)		0.570	11,480				
Sub	av6	Tr	2	Asp. (10)		0.968	14,900	1917	2.72	3" Bit. Mac	5022
Grv. Con. (d)	5	Br	4			2.300	25,530				5023
App. St	4	App. St	2	Asp. (10)		0.847	11,890	1914	2.39	Bit. Mac	
Li	4	Li	2	Asp. (10)		0.904	13,425			Oiled	5024
Sst	4	Sst	2	Asp. (10)		0.668	10,140			Oiled	5025
Grv.Con.(d)(16)	5	Br	4			1.874	20,270				5026
St	4	Li	3	Asp. (10)		0.914	11,255			Oiled	
Li	4	Tr	2	Asp. (10)		0.859	15,650				5027
										Oiled	*5028
Tr	4	Tr	3	Asp. (10)		1.139	17,940			Oiled	5029
Li	4	Li	2	Asp. (10)		0.757	10,375				5030
App. St	4	App. St	2	Asp. (10)		0.793	10,890				5031
Lo. St	4	Grn. Gn	2	Asp. (10)		0.743	10,505	1916	2.50	2" Bit. Mac	5032
Scr. Grv	4	Scr. Grv	2	T(16)Asp(3)(10)		0.693	11,345			Oiled	5033
App. St	4	Li. or Sy	2	Asp. (10)		0.974	13,270			Oiled	5034
App. St	av4	Sst	2½	Asp. (10)		0.800	13,760			Oiled	5035
Li	4	Li	3	Trn. (1)		0.779	13,580			Oiled	5036
App. St	4	Li	2	Asp. (10)		0.882	13,190			Oiled	5037
App. St	4	Gn	3	Ber. (1)		0.908	17,730			Oiled	5038
App. St	4	Gn	2	Ber. (1)		0.818	16,980				
Li	4	Li	3	Asp. (10)		0.830	18,240			Oiled	5039
S Con. (d) (9)	6	Grn. Blk	5			2.170	24,750				
S Con. (d) (9)	5	Br. (17)	4			2.300	25,970				5040
St	4	Tr	2	Asp. (1)		0.876	12,600				
Li	4	Li	2	Asp. (10)		0.997	15,430			Oiled	5041
Li	3	Li	2	Asp. (10)		0.913	14,640				
Li	av4	Li	2	Asp. (10)		0.914	18,360				5042
St	4	Tr. Li	2	Asp. (3)		1.020	13,435	1917	2.59	2½" Bit. Mac	5043
St	4	Tr	3	Sc., Water		0.855	11,885				
Lo. St	av4	Lo. St	2	Asp. (10)		0.758	11,215			Oiled	5044
Old Mac		Lo. St	2	Asp. (10)		0.434	8,170				
App. St	4	Tr	2	Asp. (10)		0.908	19,280			Oiled	5045
App. St	4	Li	2	Asp. (10)		0.718	10,470			Oiled	5046

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5047	Schuyler.	1.63	.....	$23,980 50	$23,980 50	4/ 5/10	100	2/ 2/11	1.63	16	28	15,342
5048	Chem...	2.50	.....	37,537 27	37,537 27	4/ 5/10	100	3/ 8/12	2.50	16	28, 33	23,442
5049	Tioga...	2.56	.....	30,437 49	30,437 49	4/ 7/10	100	12/13/10	2.56	16	28	24,049
5050	Dutchess	2.14	.....	32,223 20	32,223 20	4/ 9/10	100	7/ 6/11	2.14	16	28	20,119
5051	Nassau..	1.96	.....	31,339 93	31,339 93	4/ 9/10	100	6/29/11	†1.96	16	28, 32	13,545
5052	Oneida..	0.65	.....	18,300 00	4/12/10	100	4/23/12	0.65	18, 28	18, 28	8,596
5053	Chautau	2.54	.....	36,158 03	36,158 03	4/ 7/10	100	6/ 3/11	2.54	16	28-32	23,822
5054	Erie....	1.95	.....	34,749 33	34,749 33	4/ 5/10	100	8/16/11	1.55 0.29 0.11	16 16 16	28-32 28-32 28-32	14,521 2,695 1,067
5055	Warren..	1.63	.....	30,766 60	30,766 60	4/ 9/10	100	9/26/11	1.63	16	28	15,398
5056	Clinton..	2.26	.....	30,720 78	30,720 78	5/28/10	100	11/10/11	2.26	16	28-32	21,205
5057	Chen....	0.51	.....	12,538 64	12,538 64	5/28/10	100	7/15/11	0.51	32-16	34-26	6,359
5058	Cort....	2.01	.....	60,900 15	43,055 43	5/27/10	100	1/31/12	0.66 1.13 0.22	16, 21 16, 32 16, 32	26 16, 32 32	6,509 18,749 3,654
5059	Oneida..	1.60	.....	71,503 49	40,329 36	5/28/10	100	10/27/11	1.60	24, 28	35, 40	24,880
5060	Herk....	0.68	.....	22,633 79	13,892 59	6/ 4/10	100	1/23/12	0.26 0.42	19-27 16	19-27 32	4,017 3,952
5061	Erie....	1.08	.....	36,014 29	23,082 59	9/ 2/10	100	12/21/11	1.08	16-26	16-26	16,386
5062	Saratoga	2.90	.....	52,404 71	38,562 82	5/23/10	100	12/26/11	1.21 1.69	18-59 16	30-65 32	24,061 15,934
5063	Niagara.	2.46	.....	58,882 89	58,882 89	5/28/10	100	11/23/11	†2.46	16	39-43	23,068
5064	Herk....	1.56	.....	18,795 01	18,795 01	5/28/10	100	1/ 5/11	1.56	16	28-32	14,683
5065	Fulton..	2.42	.....	42,437 11	42,437 11	5/28/10	100	7/17/12	2.42	16	28, 32	22,716
5066	Cattar..	2.91	.....	33,345 54	33,345 54	5/28/10	100	12/ 6/10	2.91	16	28, 32	27,334
5067	Chau...	1.06	.....	47,524 60	22,771 16	6/21/10	100	6/30/11	1.06	36-45	36-45	19,932
5068	Warren..	1.48	.....	29,042 40	22,873 00	5/28/10	100	9/25/11	1.48	16-45	28-48	17,970
5069	Herk....	2.03	.....	20,544 32	20,544 32	8/ 9/10	100	12/14/11	2.03	16	26-32	19,090
§5070	Wayne..	0.60	.....	21,473 75	21,473 75	8/ 9/10	100	12/14/11	0.60	.....	.....	.....
5071	Erie....	2.61	.....	163,693 17	58,893 17	6/13/12	100	2/ 1/14	2.61	16-42	42-48	55,381
5072	Colum..	3.59	.....	113,730 16	113,730 16	3/22/11	100	3/18/12	8.67	16	28, 32	81,386
5073	Colum..	5.08	.....									
5074	Colum..	4.32	.....	51,905 06	51,905 06	3/31/11	100	11/28/11	4.32	16	32	40,592
5075	Cort....	0.53	.....	8,124 56	8,124 56	3/31/11	100	8/16/11	0.53	16	28, 32	5,010
5076	Franklin	5.20	.....	64,048 37	64,048 37	3/22/11	100	12/26/11	5.20	16	32, 40	48,782
5077	Lewis...	3.08	.....	38,810 39	38,810 39	4/ 9/10	100	8/23/12	3.08	16	32	28,871
5078	Madison	2.56	.....	39,387 57	39,387 57	3/23/11	100	12/ 7/11	1.04 1.23 0.29	16 16 16	32 32 32	9,707 11,556 2,748
5079	Oneida..	1.44	.....	22,285 66	22,285 66	3/29/11	100	8/16/12	1.44	16	32	13,509
5080	Onon...	3.00	.....	36,280 89	36,280 89	3/23/11	100	12/ 7/11	3.00	16	26, 32	28,165
5081	Ontario.	5.26	.....	76,282 93	76,232 93	3/25/11	100	12/26/11	5.26	16	32	49,364
5082	Oswego.	2.91	.....	45,732 25	45,732 25	3/23/11	100	11/23/11	2.91	16	26, 32	27,349
5083	Oswego.	2.61	.....	37,527 22	37,527 22	3/23/11	100	10/15/12	2.61	16	32	24,480
5084	Renss...	2.90	.....	39,403 82	39,403 82	3/25/11	100	1/ 7/12	2.90	16	32	27,218
5085	Saratoga	4.51	.....	58,945 16	58,945 16	12/ 6/11	100	11/18/13	4.51	16	32	42,350
5086	Scho....	5.05	.....	74,283 02	74,283 02	3/27/11	100	12/31/12	0.03 1.96 3.06	16 16 16	..... 28 32-28	254 18,441 23,733
5087	Seneca..	5.77	.....	77,195 28	77,195 28	5/23/11	100	12/18/14	5.77	16 4	12	32 41,137 12,991
5088	Warren..	1.53	.....	25,702 69	25,702 69	3/25/11	100	9/26/11	1.53	16	28	14,382
5089	Wayne..	4.53	.....	72,507 40	72,507 40	4/13/11	100	11/19/12	4.53	16	28-32	42,505
5090	Genesee.	4.46	.....	54,395 45	54,395 45	3/25/11	100	10/15/12	4.46	16	32	41,884
5091	Oneida..	1.08	.....	43,243 51	27,401 93	4/24/12	100	12/17/12	1.08	33-39	35-41	14,294
5092	Dutchess	4.15	.....	51,792 70	51,792 70	4/25/11	100	12/30/11	4.15	16	28-30	38,972
*5093	Monroe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5094	Steuben.	2.49	.....	24,739 79	24,739 79	4/29/11	100	11/23/11	2.49	16	32	23,387
5095	Dutchess	1.33	.....	12,644 75	12,644 75	4/25/11	100	8/16/11	1.33	16	26, 30	12,469
5096	Fulton..	0.64	.....	46,812 68	46,812 68	5/ 2/11	100	8/12/12	0.25	16	.....	2,347
5096	Mont...	2.43	.....						2.82	16	26, 32	26,483
5097	Monroe	1.06	.....	10,007 26	10,007 26	4/29/11	100	12/14/11	1.06	16	32	9,956
5098	Putnam.	1.14	.....	18,483 32	15,216 48	4/25/11	100	1/22/12	1.14	16-80	28-80	14,178
5099	Cattarau	0.36	.....	14,625 02	8,602 44	5/26/11	100	12/26/11	0.36	16-32	32	5,121

*See Appendix B, list by counties. § Contract No. 5070 was entirely for preparing a stable foundation across a swamp

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–20' highway	Year resurfaced	Miles	Type	Highway No.
App. St.	4	Tr.	2	Ber. (1)		1.059	14,550			Oiled	5047
App. St.	4	Tr.	2	Asp. (1)		1.132	14,370			Oiled	5048
App. St.	4	Tr.	2	Asp. (10)		0.899	11,746			Oiled	5049
App. St.	4	Li.	3†	Asp. (10)		0.833	14,809				5050
Tr.	4	Tr.	3†	Asp. (10)		1.162	15,650				5051
S Con. (d) (1, 8)	5	Br. (20)	4			1.950	26,041				5052
Li.	4	Li.	2	Asp. (1)		1.018	13,900			Oiled	5053
Li.	4	Li.	2	Trn. (1)		0.997	16,230				
Li.	4	Li.	4	Trn. (1)		1.432	20,330			Oiled	5054
Li.	4	Li.	3	Trn. (1)		1.215	18,300				
Gn.	4	Gn.	3	Asp. (10) (1)		0.770	18,377			Oiled	5055
Sst.	4	App. St.	3	Asp. (1) T. (16)		0.980	17,626				5056
Li.	5	Tr.	2½	Asp. (10) T. (16)		1.263	17,517				5057
Li.	4	Tr.	2	Asp. (3)		1.407	18,810			Oiled	
Grv. Con. (d) (9)	5	Br. (31) (3)	4			1.983	24,240				5058
Grv.	3½	Li., Tr.	4	Asp. (3)		0.925	14,310			Oiled	
S Con. (d) (1, 15)	5	Bitu.	2			1.968	25,772				5059
S Con. (1)	5	Br. (17)	4			2.100	31,900				5060
App. St.	4	Sy.	2	Ber. (1)		0.861	20,270		9.42	Oiled	
S Con. (5)	5	Br. (10)	4			1.827	22,770				5061
App. St.	6	App. St.	2	Ber. (1)		1.098	14,995			Oiled	5062
App. St.	4	App. St.	2	Ber. (1)		0.850	12,665				
S Con. (11)	5	Br. (3)				1.964	22,790				5063
App. St.	4	Dol.	2	Asp. (3)		0.790	11,920			Oiled	5064
Gn.	4	App. St.	3	T. (16) Asp (3) (1)		1.000	17,220	1914	1.50	Bit. Mac.	5065
App. St.	4	Li.	2	Asp. (3)		0.751	11,155			Oiled	5066
Grv. Con. (g) (6, 11)	5	Br. (18)				1.658	28,840				5067
App. St.	4	App. St.	2	Asp. (10)		0.809	15,469				5068
Dol.	4	Dol.	2	Ber. (1)		0.712	9,957			Oiled	5069
											§5070
S Con. (1)	5	Br. (32)	4			2.216	35,235				5071
Li. Qrz. Sst.	3	Li. Qrz. Sst.	3	Asp. (10)		0.790	12,370	1914	0.57	Bit. Mac.	5072
								1917	3.67	Bit. Mac.	5073
Sst.	3	Sst.	3	Asp. (3)		0.926	11,573				5074
Li.	3	Li.	3	Ber. (1)		0.945	14,760			Oiled	5075
App. St.	3	Gn.	3	Asp. (12)		0.841	11,950			Oiled	5076
App. St.	3	Li.	3	Asp. (3)		0.77	12,115			Oiled	5077
Grv. 6, Li. 2	8½	Li. and Sy.	2½	Asp. (1)		1.010	14,280				
Grv. 6, Li. 2	8	Li. and Sy.	2½	Asp. (1)		0.955	14,765			Oiled	5078
Li.	4	Li. and Sy.	2½	Asp. (1)		0.927	14,500				
App. St.	3	Sy.	3	Ber. (1)		1.000	14,953			Oiled	5079
Li.	3	Li.	3	Asp. (10)		0.869	11,820			Oiled	5080
Li.	3	Li.	3	Asp. (3)		0.996	14,050			Oiled	5081
App. St.	3	Sy. Tr.	3	Asp. (10)		0.816	15,200			Oiled	5082
App. St.	3	Sy.	3	Asp. (10)		0.816	13,393				5083
Tr.	3	Tr.	3	Asp. (1)		0.813	12,945			Oiled	5084
Sub.	6	App. St.	3	Asp. Trn. (1)		0.870	12,647			Oiled	5085
		Li.	3	Asp. (10)		0.569					
Sub.	7	Li.	3	Asp. (10)		0.996	15,650	1917	5.05	2½" Bit. Mac.	5086
Li.	3	Li.	3	Asp. (10)		0.843	14,210				
Sub.	7	Li.	3	Asp. (3, 7, 10)		1.215	14,665				5087
(shoulder)		Li.	3	Asp. (3, 7, 10)		0.565					
Gn.	3	Gn.	3	Asp. (3)		0.670	16,140			Oiled	5088
Li.	3	Li.	3	Asp. (10)		0.995	14,270				5089
Li.	4	Li.	3	Asp. (3)		0.797	11,760			Oiled	5090
S Con. (d) (10)	5	Bitu.	2			2.150	26,641				5091
Sst.	3	Sst.	3	Asp. (10)		0.693	12,125	1914	1.48	Bit. Mac.	5092
											*5093
Sub.	6	Lo. St.	3	Asp. (10)		0.765	9,631				5094
Sst.	3	Gn.	3	Asp. (10)		0.674	9,450				5095
					Sc., H. O. (10)	0.217	2,040			Oiled	5096
Li.	3	Li.	3	Ber. (1)		1.121	16,120			Oiled	
App. St.	3	Li.	3	Asp. (10)		0.701	8,980			Oiled	5097
Li.	3	Gn.	3	Asp. (10)		0.789	13,310				5098
S Con. (d) (3)	5	Br. (25)	4			1.799	26,119				5099

Pavement placed under No. 5089.

APPENDIX A — STATE HIGHWAYS JANUARY 1'

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5100	Seneca..	3.45	.....	$101,888 19	$59,679 72	4/29/11	100	12/17/12	1.11	30–58	32–60	20,232
									2.30	14,30	26–32	22,878
									0.04	46–30	42–32	1,285
									0.27	16	32	2,533
5101	Cayuga .	2.03	.....	26,732 56	23,771 16	5/ 1/11	100	1/23/12	0.47	16	16	4,451
										10	.....	2,782
									1.29	16–26	26–36	12,870
5102	Clinton..	6.47	.....	67,593 43	67,593 43	4/29/11	100	12/26/11	6.47	16	28	60,739
5103	Colum..	5.20	.....	135,458 71	135,458 71	4/26/11	100	12/ 8/15	9.84	16	28–32	92,438
5104	Colum..	5.64							1.00	16	28–32	9,363
5105	Herk....	1.45	.....	26,390 02	26,390 02	5/ 3/11	100	9/10/12	0.28	14–16	26–34	2,883
									1.17	16	26	11,009
5106	Nassau..	2.46	.....	29,511 25	29,511 25	4/27/11	100	3/18/12	2.46	16	28–32	23,111
5107	Renss...	0.39	.....	8,660 09	8,660 09	4/28/11	100	3/ 2/12	0.02	16	25	191
									0.37	16	26	3,509
5108	Renss...	0.40	.....	6,252 64	6,252 64	5/ 1/11	100	9/10/12	0.40	14	26	3,151
5109	Mont...	4.79	.....	55,602 23	55,602 23	4/25/11	100	12/30/11	4.79	16	28–36	44,956
									1.62	16	28	15,255
5110	Schenec.	5.36	.....	57,488 69	57,488 69	4/29/11	100	5/31/13	3.51	16	26–32	32,953
									0.23	16	32	2,017
§5111	Suffolk..	4.99	.....	100,924 06	100,924 06	5/ 3/11	100	9/10/12	7.51	16	32	70,490
§5112	Suffolk..	5.02							2.50	16	32	23,455
5113	Wash...	3.67	.....	35,887 55	35,887 55	5/ 5/11	100	12/26/11	1.33	16	26–38	12,452
									2.34	16	28–32	21,995
5114	Ulster..	3.82	.....	50,614 37	50,614 37	4/29/11	100	12/14/11	3.82	16	26	35,826
§5115	St. Law.	4.74	.....	109,859 82	109,859 82	5/ 3/11	100	7/ 2/13	9.66	16	32	90,654
§5116	St. Law.	5.45							0.53	16	32	5,031
5117	Essex...	6.00	.....	110,400 00	110,400 00	4/28/11	100	6/14/12	6.00	16	22–28	56,291
5118	Orleans..	2.24	.....	24,376 98	24,376 98	5/ 1/11	100	12/26/11	2.24	16	32	21,026
5119	Jeffers..	3.25	.....	32,759 20	32,759 20	5/ 5/11	100	2/21/12	3.25	16	26	30,489
5120	Madison	3.31	.....	39,073 59	35,981 27	5/ 5/11	100	12/ 7/11	3.31	14–36	26–36	32,567
5121	Chen....	6.87	.....	75,542 66	75,542 66	5/10/11	100	12/17/12	6.87	14–16	26	57,514
5122	Tomp...	3.24	.....	39,404 81	39,404 81	5/10/11	100	11/19/12	3.24	16	28	30,421
5123	Mont...	4.06	.....	46,884 88	44,404 34	5/ 5/11	100	8/15/12	4.06	16–22	26–32	40,323
§5124	Mont...	4.25	.....	134,512 00	134,512 00	5/ 3/11	100	10/28/15	8.25	16	26	77,580
§5125	Mont...	4.00										
5126	Mont...	2.24	.....	31,125 53	31,125 53	5/ 1/11	100	11/11/12	2.24	16	26,28	21,058
5127	Wayne..	3.47	.....	30,010 87	30,010 87	5/ 5/11	100	12/26/11	3.47	14,16	26	28,687
5128	Yates...	2.68	.....	39,437 68	36,907 88	6/16/11	100	7/29/12	2.68	16–59	29–59	27,192
5129	Allegany	4.50	.....	52,565 06	52,565 06	6/13/11	100	1/ 8/12	4.50	16,24	30,32	43,210
5130	Steuben.	1.06	.....	10,891 44	10,891 44	6/17/11	100	12/30/11	† 1.06	16	28	9,961
5131	Oneida..	1.20	.....	46,860 09	27,718 40	4/24/12	100	1/ 8/13	0.75	16–32	32,36	12,179
									0.45	16	32	4,245
5132	Schenec.	1.27	.....	48,180 80	22,421 62	6/17/11	100	1/23/12	1.27	21–29	21–38	19,640
5133	Hamilt..	5.45	.....	84,047 91	84,047 91	6/15/11	100	12/17/12	4.88	16	24	45,781
									0.57	16	24	5,365
5134	Wyom..	3.59	.....	53,771 68	53,771 68	6/16/11	100	12/17/12	3.59	16	28–50	33,721
5135	Dutchess	5.22	.....	65,480 48	65,480 48	6/13/11	100	7/29/12	3.05	16	28	28,680
									2.17	16	28	20,400
5136	Genesee.	2.89	.....	29,030 78	29,030 78	6/20/11	100	1/31/13	2.89	16	32	27,118
5137	Cattarau	8.77	.....	115,905 17	115,905 17	6/17/11	100	3/16/14	8.77	16	26–32	82,340
5138	Otsego..	1.36	.....	17,682 65	17,682 65	6/13/11	100	1/12/12	1.36	16	28	12,729
5139	Oneida..	7.94	.....	86,380 78	86,380 78	6/15/11	100	11/26/12	5.33	16	26,28	50,084
									2.10	16	26,28	19,668
									0.51	16	28	4,786
									3.10	16	28	29,052
5140	Jeffers..	5.25	.....	60,255 73	60,255 73	6/15/11	100	10/15/12	1.24	16	28	11,652
									0.90	16	28	8,400
									0.01	16	.....	140
5141	Cortland	2.15	.....	27,382 79	27,382 79	6/16/11	100	12/17/12	2.15	14	26	17,647
5142	Livings..	4.05	.....	45,105 16	45,105 16	6/13/11	100	7/24/12	4.05	16	22–32	38,092
5143	Onon...	5.02	.....	65,819 65	65,819 65	6/14/11	100	12/27/12	5.02	14	26	41,256
5144	Orange..	3.31	.....	45,970 67	45,970 67	6/17/11	100	7/17/12	3.31	16	28	31,077
5145	Genesee.	4.44	.....	44,332 95	44,332 95	6/20/11	100	12/17/12	3.46	16	32	32,460
									0.98	16	32	9,245

• See Appendix B, list by counties. † Changed from original plans. § Items combined and let as one contract.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–20′ highway	Year resurfaced	Miles	Type	Highway No.
S. Con. (d) (29)	5	Br. (17, 24)	4			2.224	24,895				
Sub	7	Sy	3	Asp. (3, 10)		1.220	15,465				5100
S. Con. (g) (20)	5	Med. Blk.	6			3.109	33,195				
Old Mac.		Li.	3	Asp. (10)		0.678	10,080				
Li.	3	Li.	3	Asp. (10)		0.779	12,190			Oiled	5101
Li.	3	Li.	3	Asp. (3) (11)		0.763	10,330			Oiled	5102
Qrz.	3	Qrz., Bl.	3	Asp. (7, 10)		0.754	12,170			Oiled	5103
Qrz.	3	Qrz., Bl.	3	Sc., water	Asp. (7)	0.676	10,435			Oiled	5104
S Con. (d) (2, 3)	5	Br. (17)	4			2.100	26,208	1915	0.05	St. Blk	5105
App. St.	3	Sy	3	Asp. (1)		0.757	13,601				
Tr.	3	Tr.	3	Asp. (10)		0.983	11,860	1916	1.17	F. Con	5106
								1917	0.61	3″ Bit. Mac.	
S Con. (8)	5	Br. (25)	4			2.193	34,295				5107
Tr.	3	Tr.	3	Asp. (10)		0.787	21,098	1914	0.37	Bit. Mac	
Sst.	3	Sst.	3	Ber. (1)		0.865	15,123			Oiled	5108
Li., Dol.	3	Li., Dol.	3	Ber. (1)		0.692	11,106			Oiled	5109
Grv.	3	Grv.	3		HO. (10)	0.501	9,110				
Grv.	†6	Grv.	3		HO.(10)	0.713	11,100	1917	5.31	2″ Bit. Mac	5110
Grv.	†6	Grv.	3	Asp. (10)	Glu.	0.957	13,390				
Grv. Con. (h)	5				HO. (10) Sn.	0.572	8,550	1914	1.80	Bit. Mac. M.M.	§5111
Tr.	3	Grv.	3	Asp. (1)		1.099	13,500	1917	4.09	Bit. Mac	§5112
Qrz.	3	Li.	3	Asp. (10)		0.793	9,840			Oiled	5113
Qrz.	3	Qrz.	3	Asp. (10)		0.638	9,230				
App. St.	3	Li.† Sst.	3	Asp. (10)		0.723	13,232				5114
Gn., Grn.	3	Gn., Grn.	3	Asp. (10)		0.765	10,470			Oiled	§5115
		Grn.	3	Asp. (10)		0.699	9,850				§5116
App. St.	3	App. St.	3	Trn. (1)		0.819	18,023	1914	6.00	Bit. Mac	5117
App. St.	3	Sst. or Grn.	3	Ber. (1)		0.697	10,432			Oiled	5118
Li.	3	Li.	3	Asp. (10)		0.718	9,990				5119
Li.	5	Li.	3	Asp. (10)		0.800	11,260			Oiled	5120
App. St.	3	Li.	3	Asp. (3)		0.839	11,600				5121
App. St.	3	Li.	2½	Asp. (3)		0.945	11,930			Oiled	5122
Dol.	3	Dol.	3	Asp. (10)		0.687	10,770			Oiled	5123
Dol. Sub.	6	Dol.	3	Asp. (10)		0.838	13,820				§5124 §5125
Li.	3	Li.	3	Asp. (10)		0.774	13,600			Oiled	5126
App. St.	3	Li.	3	Asp. (10)		0.762	9,360				5127
Sub.	7	Li.	3	Asp. (10)		0.972	13,570				5128
Sub.	6	App. St.	3	Asp. (3)		0.992	11,155			Oiled	5129
App. St.	3	Li.	3	Asp. (10)		0.802	9,890	1915	1.04	Bit. Mac	5130
S Con. (d) (10)	5	Bitu.	2			2.233	27,190				5131
App. St.	3	App. St.	3	Asp. (3)		0.987	15,495			Oiled	
S Con. (d) (8, 9, 10)	5	Br. (20)	4			2.072	23,895				5132
App. St.	3	App. St.	3	Ber. (1)		0.863	15,660			Oiled	5133
Fld.	6	App. St.	3	Ber. (1)		0.902	16,020				
Li.	3	Li.	3	Asp. (3)		0.862	14,575			Oiled	5134
App. St.	3	Sst.	3	Asp. (10)		0.828	12,200				5135
Sub. 6″, Sst. 3″	9	Sst.	3	Asp. (10)		1.110	15,710				
Imp. Li.	3	Li.	3	Asp. (10)		0.644	9,780			Oiled	5136
App. St.	3	Li.	3	Asp. (3)		0.935	12,920	1916	6.21	Oiled	5137
								1916	2.62	6″ Bit. Mac.	
App. St.	3	Li.	3	Asp. (1)		0.821	12,714				5138
Grv.	4	Grv.	3	Sc., water	HO.,(3,4)Glu.	0.634	10,070				
Grv.	6	Grv.	4	Sc., water	HO.,(3,4)Glu.	0.842	12,020			Oiled	5139
App. St.	3	App. St.	3	Sc., water	HO.,(3,4)Glu.	0.730	10,970				
Sub.	6	Li.	3	Asp. (10)		0.703	11,070				
Li., 4, Li. 2	6	Li.	3	Asp. (10)		0.792	11,900				
Li.	3	Li.	3	Asp. (10)		0.720	11,230				5140
		Li.	3	Asp. (10)		0.248					
Li.	3	Li.	3	Asp. (3)		0.876	13,545			Oiled	5141
App. St.	3	Li.	3	Asp. (3)		0.756	10,670			Oiled	5142
Li.	3	Li.	3	Asp. (10)		0.982	14,220			Oiled	5143
App. St.	3	Sst.	3	Asp. (2) (10)		0.630	13,490				5144
App. St.	3	Li.	3	Asp. (3)		0.618	9,180			Oiled	5145
Sub.	6	Li.	3	Asp. (3)		0.672	9,690				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5146	West....	3.34	.....	$57,459 01	$57,459 01	6/15/11	100	1/ 6/14	3.34	16	28	31,305
5147	West....	1.89	.....	60,679 19	60,679 19	6/17/11	100	12/27/12	3.63	16	28	34,094
5147	Put'am..	1.74										
5148	Broome.	3.68	.....	50,713 12	50,713 12	6/14/11	100	12/17/12	3.68	16	24-26	34,510
5149	Putnam.	4.17	.....	49,308 69	49,308 69	12/ 1/11	100	12/27/12	4.17	16	28	39,138
5150	Dutchess	3.65	.....	49,978 56	49,978 56	6/13/11	100	12/26/11	3.65	16	28	34,288
5151	Chautau	5.19	.....	65,320 15	65,320 15	12/ 5/11	100	12/27/12	5.19	16	28	48,715
5152	Jeffers...	0.28	.....	8,392 92	8,392 92	6/14/11	100	2/20/12	0.28	16	24	2,635
5153	Otsego..	4.61	.....	54,325 79	52,814 96	6/15/11	100	3/24/13	4.26	16	20	40,000
									0.35	24	32	4,907
5154	Dutchess	4.81	.....	54,632 92	54,632 92	6/13/11	100	8/27/12	1.89	16	28	17,772
									2.92	16	28	27,340
*5155	Albany..	5.37	.....	.....	.....	6/12/11	100	11/23/16	5.37	16-25	32-35	50,720
5156	Putnam.	4.35	.....	68,874 90	68,874 90	12/11/11	100	12/27/12	4.35	16	28	40,788
									0.81	14	14	7,209
5157	Warren..	6.55	.....	96,245 54	96,245 54	6/29/11	100	12/17/12	4.67	16	26-22	43,849
									1.07	16	22-32	10,097
5158	Warren..	6.49	.....	79,579 06	79,579 06	12/ 6/11	100	9/ 9/13	6.49	16	22-26	60,935
5159	Herk....	0.17	.....	6,214 47	6,214 47	6/22/11	100	12/30/11	0.06	17½	17½	601
									0.11	16	26	1,018
5160	Schuyler	1.56	.....	29,985 64	22,485 64	12/ 5/11	100	12/17/13	0.33	30, 48	30, 48	6,091
									1.23	16	24, 32	11,554
									1.40	24	24	14,239
5161	Herk....	1.51	.....	59,069 50	48,034 80	4/23/12	100	4/30/14	0.11	40-50	40-50	1,664
5162	Chem...	1.91	.....	25,306 17	22,104 04	12/ 5/11	100	1/23/13	0.05	16-137	32-137	1,821
									1.86	16	24, 32	17,495
5163	Renss...	0.41	.....	7,936 59	7,936 59	4/26/12	100	12/17/12	0.41	16	28, 32	4,200
†5164	Niagara.	3.69	.....	96,536 21	96,536 21	12/ 5/11	100	12/19/13	3.69	16	32, 38	34,820
5165	Rock....	2.16	.....	66,785 50	66,785 50	12/ 1/11	100	12/17/12	2.16	16	22, 24	20,280
5166	Greene..	3.87	.....	55,442 19	55,442 19	4/24/12	100	12/17/12	3.87	16	24, 26	36,360
5167	Dela....	8.69	.....	118,696 11	118,696 11	12/ 6/11	100	12/17/12	8.16	14, 16	24, 26	67,874
									0.44	14	24	3,577
5168	Tioga...	5.30	.....	44,418 19	44,418 19	12/ 6/11	100	11/26/12	5.30	16	24-28	49,760
5169	Ulster...	3.57	.....	48,861 15	48,861 15	12/ 5/11	100	3/11/16	3.57	16	30	33,500
5170	Herk....	1.35	.....	59,463 74	38,936 98	4/24/12	100	7/31/14	1.35	20-40	24-49	17,493
5171	Oswego..	2.01	.....	30,746 53	30,746 53	12/ 8/11	100	12/17/12	2.01	16	26-28	18,830
5172	Erie....	2.92	.....	84,648 67	84,648 67	5/ 3/12	100	7/ 9/13	2.92	16	32, 38	27,554
5173	Ulster...	4.96	.....	75,273 83	75,273 83	12/21/11	100	11/ 8/14	1.53	16	28	14,375
									3.43	16	28	32,148
5174	Cattarau	0.12	.....	92,397 55	71,558 02	12/ 5/11	100	3/ 3/14	3.66	16	28	34,386
5174	Allegany	4.56							1.02	16-46	16-46	16,039
5175	Jeffers..	0.40	.....	7,906 37	7,906 37	5/ 7/12	100	9/23/12	0.40	16, 18	18, 32	3,820
5176	Orange..	1.10	.....	41,546 98	41,546 98	5/ 9/12	100	12/17/12	2.18	16	38	20,460
5176	Ulster...	1.08										
5177	Ulster...	3.30	.....	54,824 45	50,994 89	12/21/11	100	6/18/14	3.64	16	26-28	34,133
5177	Dela....	1.34										
5178	Rock....	2.20	.....	30,828 39	30,828 39	12/ 6/11	100	12/17/12	1.74	16	26	16,370
									0.46	16	26	4,267
5179	Essex...	.....	.....	.....	.....	12/ 4/11	....	.....	6 78	14-16	21, 26	.....
5179A	Essex...	6.78	.....	43,751 09	43,751 09	9/ 1/14	100	2/15/17	6.67	14, 16	24, 32	55,252
									0.11	16	32	1,054
5180	Essex...	5.39	.....	71,497 41	71,497 41	12/ 1/11	100	6/23/14	5.39	16	22-26	50,629
5181	Essex...	3.94	.....	50,451 56	50,451 56	12/ 4/11	100	12/10/13	3.94	16	28	37,022
5182	Essex...	5.29	.....	86,856 77	86,856 77	12/ 4/11	100	12/17/12	5.29	16	22, 26	49,618
5183	Essex...	3.70	.....	40,860 22	40,860 22	12/ 8/11	100	12/31/12	1.37	16	26, 32	12,871
									2.33	16	26, 32	21,860
5184	Essex...	2.54	.....	26,850 79	26,850 79	12/ 8/11	100	8/27/13	2.54	16	26	23,822
5185	Warren..	6.57	.....	85,697 51	85,697 51	12/ 4/11	100	12/17/12	4.12	16	26	38,705
									2.44	16	26-28	22,938
5186	Essex...	6.33	.....	102,785 67	102,785 67	12/ 4/11	100	12/ 4/13	6.33	16	26	59,470
5187	Essex...	5.69	.....	88,046 88	88,046 88	12/ 4/11	100	12/20/13	5.69	16	26	53,442
5188	Essex...	4.63	.....	69,631 21	69,631 21	12/ 4/11	100	12/ 4/13	4.63	16	26	43,499
5189	Hamil...	8.43	.....	111,285 88	111,285 88	12/ 1/11	100	12/23/14	8.43	16	26	79,134
5190	Tomp....	1.06	.....	17,791 15	17,791 15	12/12/11	100	11/11/12	1.06	16	28	9,908
5191	Clinton..	6.89	.....	76,174 49	76,174 49	12/ 8/11	100	2/10/14	6.89	16	26, 32	65,800

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
App. St.	3	App. St.	3	Asp. (10)		0.633	16,640			Oiled	5146
App. St.	3	App. St.	3	Asp. (10)		0.672	18,740				5147
Sub.	6	Sst.	3	Asp.† (10)		0.896	13,702			Oiled	5148
Sub.	6	Grn.	3	Asp. (10)		0.699	11,635				5149
App. St.	3	Gn.	3	Asp. (10)		0.643	13,230				5150
Grv.Con(h)(16)	6				T.(16),HO(3) Asp. (19)	0.698	11,415			Oiled	5151
Sub.	6	Li.	3	Asp. (10)		0.791	31,510				5152
Sub.	6	Li.	3	Asp. (3)		0.842	11,354			Oiled	5153
App. St.	3	Li.	3	Asp. (3)		0.824	11,172				
App. St.	3	App. St.	3	Asp. (2) (10)		0.646	11,150				5154
Sub.	6	App. St.	3	Asp. (2) (10)		0.646	11,150				
App. St.	3	App. St.	3	Asp. (3)		1.070	16,096				*5155
Sub.	6	App. St.	3	Asp. (3)		0.683	15,069				5156
S Con. (9)	5	Br. (28)	4			2.345	28,069				
Sub.	†6	App. St.	3	Asp. (10)		0.762	13,290			Oiled	5157
App. St.	3	App. St.	3	Asp. (10)		0.636	12,020			Oiled	
Sub.	6	App. St.	3	Ber. (1)		0.738	12,660			Oiled	5158
S Con. (?)	5	Wd. Blk.	4			5.033	79,675				5159
Dol.	4	Dol.	3	Asp. (1)		0.895	40,930				
Grv.Con(d)(16)	5	Br. (11)	4			1.996	22,725				5160
App. St.	3	App. St.	3	Asp. (10)		0.876	12,210			Oiled	
S Con. (d) (h) (9, 10, 15)	5	Bitu.	2			2.064	35,318				
S Con. (d) (h) (9, 10, 15)	5	Brick (2)	4			1.607	30,842				5161
Grv. Con.(h)(3)	5	Br. (11)	4			1.975	21,800				5162
App. St.	3	App. St.	3	Asp. (10)		0.886	11,580			Oiled	
App. St.	†4	App. St.	3	Asp., HO. (10)		1.090	19,360				5163
Grv.Con. (4, 16)	5	Br. (9)	4			2.194	24,895				†5164
Lo. St.	3	Tr.	3	Asp. (10)		0.881	30,929			Oiled	5165
Sub.	6	App. St.	3	Asp., HO. (10)		0.703	14,330				5166
Sub.	6	Lo. St.	3	Sc., water	Tr., HO (10).	0.836	14,970				5167
Sub.	6	Lo. St.	4	Sc., water	Tr., HO (10).	0.947	16,010				
		Grv.	7	Grv. HO. (10)		0.436	8,251	1916	1.20	2½" Bit. Mac.	5168
Tr.	3	Tr.	3	Asp. (10)		0.651	12,200				5169
Grv. Con. (h)(8)	5	Bitu.	2			2.140	35,760				5170
App. St.	4	App. St.	3	Asp. (3)		0.904	15,055			Oiled	5171
Grv.Con. (4, 16)	5	Br. (10)	4			1.857	28,990				5172
Fld.	10½	App. St.	3	Sc., water	Sc., Trn. (1)	0.773	17,590	1917	4.96	3" Bit. Mac.	5173
Fld.	6	App. St.	3	Sc., water	Sc., Trn. (1)	0.584	15,810				
Sub.	6	Li.	3	Sc., water	Li. HO. (3)	0.912	14,040				5174
Grv.Con(d)(16)	5	Br. (25)	4			1.897	23,290				
Sub.	6	App. St.	3	Asp. (7)		0.704	18,110				5175
Sub.	6	App. St.	3	Asp. (1)		0.850	19,090				5176
Sst.	3	Sst.	3	Trn. (17)		4.584	14,690				5177
Lo. St.	3	Lo. St.	3	Asp. (10)	HO. (10)†	0.701	14,170				5178
Lo. St.	3	Lo. St.	3	Asp. (10)		0.623	13,410				
Grv. Con. (d)	6			(8, 9)							5179
Old S Con.		App. St.	3	T. (17)		0.654	7,120				5179A
App. St.	4	App. St.	3	T. (17)		0.941	9,810				
Sub.	6	App. St.	3	Ber. (1)	Trn. (1)	0.811	13,278	1914	5.39	Bit. Mac.	5180
Sub.	6	App. St.	3	Asp. (1)		0.761	12,640	1914	3.94	Bit. Mac.	5181
Sub.	6	App. St.	3	Ber. (1)	Trn. (1)	0.812	16,330	1914	5.33	Bit. Mac.	5182
Sub.	6	App. St.	3	Ber. (1)	Trn. (1)	0.839	11,590	1914	3.70	Bit. Mac.	5183
App. St.	4½	App. St.	3	Ber. (1)	Trn. (1)	0.764	10,790				
Sub.	6	App. St.	3	Ber. (1)	Trn. (1)	0.755	10,590			Oiled	5184
Sub.	7½	App. St.	3	Ber. (1)		0.788	13,134			Oiled	5185
Sub.	7½	App. St.	3	Asp. (10)		0.757	12,843				
Sub.	6	App. St.	3	Ber. (1, 3)		0.731	16,272			Oiled	5186
Sub.	6	Anor., Gn	3	Ber. (1)†		0.863	15,550			Oiled	5187
Sub.	6	App. St.	†4½	Ber. (1)†		0.959	15,020			Oiled	5188
Sub.	6	Grn. Gn.	4	Asp. (1)		0.827	13,190			Oiled	5189
Sub.	6	Li.	3	Asp. (3)		0.894	16,550			Oiled	5190
Li.	4	Li.	3	Asp. (1) (7)		0.717	10,750			Oiled	5191

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5192	Ulster	0.24	.....	$12,198 $1	112,198 11	12/ 6/11	100	12/17/12	0.16	14	15, 24	1,346
									0.08	14	15, 24	652
5193	Erie	2.84	.....	70,046 58	70,046 58	4/24/12	100	12/27/12	2.84	16	38	26,658
5194	Fulton	1.11	.....	13,428 77	13,428 77	6/12/12	100	12/17/12	1.11	16	26	10,419
†5195	Scho	5.05	.....	87,803 93	87,803 93	5/ 8/12	100	2/27/14	5.05	14	26	41,512
5196	Renss	0.67	.....	8,127 05	8,127 05	6/11/12	100	5/31/13	0.67	16	26	6,400
5197	Clinton	1.79	.....	15,767 97	15,767 97	9/23/12	100	1/15/14	1.79	16	26-32	16,800
5198	Greene	4.62	.....	55,505 40	55,505 40	6/12/12	100	11/26/13	4.62	16	28	43,488
5199	Clinton	8.25	.....	86,833 32	86,833 32	9/18/12	100	12/15/13	8.25	16	22-30	77,320
5200	Broome	0.43	.....	141,245 70	131,668 55	5/ 7/12	100	10/ 6/13	5.61	16-60	24-62	56,862
5200	Chen	5.18										
5201	Chautau	1.48	.....	59,580 46	39,674 11	4/24/12	100	1/15/14	1.07	16-27½	30-32	13,047
									0.41	16-27½	32-36	5,422
5202	Otsego	1.93	.....	43,482 77	26,192 51	4/25/12	100	1/24/13	1.93	16-37	26-38	28,365
5203	Putnam	9.80	.....	164,238 60	164,238 60	4/24/12	100	12/31/12	9.80	16	28	92,027
									1.97	16	26	18,453
5204	Steuben	6.37	.....	61,551 96	61,551 96	5/ 9/12	100	1/23/13	2.73	15	26-28	24,031
									1.29	15-16	26-28	11,827
									0.38	15-16	26-28	5,122
†5205	Saratoga	5.38	.....	65,690 96	65,690 96	4/26/12	100	12/31/12	5.38	14-16	26	46,626
5206	Tomp	1.54	.....	43,368 44	41,500 00	4/25/12	100	11/26/12	1.54	16-24	30-38	15,367
5207	Chem	5.47	.....	69,061 69	69,061 69	6/21/12	100	10/14/14	5.47	16	26	51,340
									0.34	16	30	3,177
5208	Chem	8.80	.....	145,536 30	145,536 30	6/13/12	100	1/12/14	10.17	16	26-30	95,480
	Schuy	3.19	.....						0.52	16	26	4,723
									1.09	16	26	10,192
5209	Herk	3.07	.....	62,363 17	62,363 17	4/26/12	100	11/26/12	3.07	16	28	28,778
5210	Orange	6.12	.....	11,188 57	11,188 57	5/ 9/12	100	2/ 8/14	6.12	16	28	57,447
5210A	Orange	0.48	.....	5,525 65	5,525 65	4/ 3/14	100	7/ 8/14	0.48	16	28	4,469
5210B	Orange	0.18	.....	2,223 10	2,223 10	8/19/14	100	12/ 7/14	0.15	16	28	1,435
									0.03	16	28	342
5211	Steuben	8.02	.....	108,743 74	108,743 74	5/ 1/12	100	5/21/14	0.3	16	28	3,496
									7.72	14-16	24-28	70,233
5212	Steuben	3.94	.....	40,389 32	40,389 32	4/27/12	100	1/23/13	2.44	16	26	22,908
									1.59	16	26	14,105
									2.2	17	26	20,933
5213	Tomp	4.34	.....	59,296 79	59,296 79	4/20/12	100	12/17/12	0.77	16	26	7,246
									1.34	16	26	12,531
5214	Tomp	5.09	.....	75,047 38	75,047 38	4/24/12	100	12/23/13	5.09	16	26	47,778
5215	Tioga	9.95	.....	110,536 93	110,536 93	6/13/12	100	4/27/15	10.72	16	26	100,644
5215	Broome	0.77										
5216	Chen	1.06	.....	16,899 85	16,899 85	4/24/12	100	12/17/12	1.06	16	30	10,219
*5217	Chautau	1.14	.....	18,978 31	18,978 31	9/17/12	100	.....	1.14	16	32	10,606
									5.81	16	32	54,589
5217A	Chautau	6.82	.....	.....	.....	11/ 2/14	100	.....	0.42	16	32	3,911
									0.59	16	32	5,529
5218	Chem	4.27	.....	55,983 26	55,983 26	6/17/12	100	12/10/13	4.27	16	24-26	40,081
5219	Herk	2.47	.....	104,404 80	56,726 22	4/23/12	100	11/18/14	2.47	16-39	17-39	35,094
5220	Niagara	4.87	.....	135,185 55	109,025 98	5/ 3/12	100	8/14/13	4.87	16-28	28-32	54,468
5221	Oswego	4.69	.....	69,064 63	69,064 63	4/23/12	100	7/ 2/13	2.08	16	30	19,527
									2.61	16	30	24,497
†5222	Renss	5.93	.....	73,751 60	73,751 60	5/ 3/12	100	10/15/13	5.53	16	22-26	51,928
									0.40	16	26	3,733
5223	Sullivan	8.53	.....	151,547 76	151,547 76	5/ 1/12	100	6/23/15	8.53	16	25-28	80,086
†5224	Steuben	9.45	.....	99,930 08	99,930 08	4/17/12	100	1/23/13	9.45	15	26-28	83,120
5225	Tomp	0.53	.....	15,899 80	15,899 80	4/30/12	100	10/ 6/13	0.53	16	26	4,974
5226	West	7.01	.....	94,998 63	94,998 63	4/25/12	100	9/11/14	3.67	16	30	34,507
									3.34	16	30	31,308
5227	Warren	4.58	.....	73,135 15	73,135 15	5/ 1/12	100	10/30/13	4.58	16	22-26	43,023
5228	Clinton	2.24	.....	26,913 32	23,404 79	10/17/12	100	1/ 4/14	0.35	16	26	3,328
									1.89	16-40	26-40	19,982
5229	Otsego	4.71	.....	72,272 35	72,272 35	3/ 7/14	100	2/19/15	4.71	16	26	44,212
5230	Saratoga	7.52	.....	84,621 48	84,621 48	6/14/12	100	1/ 2/15	4.90	14-16	26	41,140
									2.62	14-16	26	22,340
5231	West	5.22	.....	61,020 66	55,252 96	6/26/12	100	12/27/12	5.22	20	28	31,108
										16	24	23,886
*5232	Suffolk	.....	.....	10,302 86	10,302 86	10/30/12	.....	.....	11.58	.....	.....	.....
5232A	Suffolk	.....	.....	185,351 26	185,351 26	5/16/14	100	7/31/17	11.58	16	28-32	109,091

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–26′ highway	Year resurfaced	Miles	Type	Highway No.
App. St.	3	App. St.	3	Asp. (10)		0.700	52,030				5192
		App. St.	3½	Asp. (10)		0.515	50,290				
S Con. (16)	5	Br. (25)	4			2.049	24,660				5193
App. St.	6	App. St.	3	Asp. (1)		0.921	12,100			Oiled	5194
Sub.	6	App. St.	3	Sc., water	HO. (10)	1.199	18,78)			Oiled	†5195
Grv. Con(h)(10)	5	Tr.	1		T.(17)HO.(3).	0.924	12,130			Oiled	5196
Old Mac.		Sst.	3	Asp. (3)		0.564	8,615				5197
Sub.	6	App. St.	3	Sc., water	HO. (3)†	0.732	12,010				5198
Sub.	6	App. St.	4	Sc., water	HO. (10)	0.624	10,530				5199
H Con. (8) (9)	4½				Sc., T. (17)	1.706	21,885				5200
Grv. Con(h)(16)	5	Br. (15)	4			1.794	31,830				5201
Grv. Con(h)(16)	8	Br. (15)	4			2.111	34,790				
Li.	3	Li.	3	Ber. (1)	HO. (10)	0.965	17,005			Oiled	5202
Sub.	6	Gn.	3	Ber. (1)		0.958	16,380				5203
Sub.	5	Li.	2½	Sc., water	HO. (10)	0.523	7,245				
Sub.	6	App. St.	2½	Sc., water	HO. (10)	0.950	11,295			Oiled	5204
Grv.	6	App. St.	2½	Sc., water	HO. (10)	0.735	9,240				
Grv.	12	App. St.	2½	Sc., water	HO. (10)	0.963	11,310				
Sub.	6	App. St.	3	Asp. (1)	HO. (10)	0.951	12,870	1917	3.12	3″ Bit. Mac.	†5205
Grv. Con. (d)(6)	5	Br. (10)	4			2.050	26,450				5206
Sub.	7	Li.	3	Sc., water		0.782	12,630			Oiled	5207
Grv. Con. (g)(13)	5	Br. (10)				1.994	22,805				
Sub.	6	Tr.		Sc., water	HO. (10)	0.918	12,705				
Sub.	6					0.293		1916	10.33	Oiled	5208
Grv.	8					0.367		1917	1.48	2½″ Bit. Mac.	
Grv. Con. (h)(1)	6	App. St.	2	Asp. ( ) MM-1		1.606	19,949				5209
App. St.	3	App. St.	3	Asp. (1)		0.876	14,410				5210
App. St.	5	App. St.	3	Asp. (7)		0.887	11,510				5210A
App. St.	5	App. St.	3	Asp. (10)		0.978	12,050				5210B
Sub.8″ App.St.2″	10	App. St.	3	Asp. (10)		1.082	13,030				
Grv Con.(d)(16)	5	Br. (10)	4			2.083	26,66)	1917	7.72	2½″ Bit. Mac.	5211
Grv.	6	Grv.	2½	Sc., water		0.613	12,860				
Sub.	6	App. St.	1	Sc., water	HO. (4)	0.571	10,149	1915	3.94	2½″ Bit. Mac.	5212
Sub.	6	App. St.	1	Sc., water	HO.(4) Glu.	0.606	10,470				
App. St.	3	App. St.	3	Sc., water	HO. (1)	1.030	12,960				
Sub.6″ Ap.St.3″	9	App. St.	3	Sc., water	HO. (1)	1.380	16,215			Oiled	5213
Sub.	6	App. St.	3	Sc., water	HO. (1)	1.080	13,36)				
Fld.	6	Li.	3	Asp. (10)	HO. (10)	0.895	14,745			Oiled	5214
Grv.	6	Li.	3	Sc., water		0.666	10,310	1917	0.76	3″ Bit. Mac.	5215
Fld.	6	Li.	3	Sc., water	Glu., HO. (4)	0.888	15,955			Oiled	5216
Grv. Con(4)	6					0.617	16,290				*5217
		F Con. (4).	6								5217A
		F Cn.(4)Re.	6								
Grv.	6	F Con. (4).	6								
Sst. Sub.	6	Li.	3	Sc., water		0.665	13,210			Oiled	5218
SCon(d,h)(8,10)	5	Bitu.	2			2.179	28,64)				5219
Grv. Con. (16)	5	Br. (9)	4			1.879	23,94)				5220
Lo. St.	4	Lo. St.	3	Asp. (1)		1.090	12,89)			Oiled	5221
Sub. 6″, Lo. 4″	10	Lo. St.	3	Asp. (1)		1.390	15,745				
Sub.	6	App. St.	3	Sc., water	HO. (10)	0.743	12,315				†5222
Sub.6″ Ap.St.6″	12	App. St.	3	Sc., water	HO. (10)	0.943	14,23)				
		H Con. (6).	6			1.220	17,740	1917	8.54	2½″ Bit. Mac.	5223
Sub.	6	Li.	3	Sc., water	Sn HO. (3).	0.815	10,940			Oiled	†5224
Sub.	6	App. St.	3	Sc., water	HO. (10)	0.993	30,000			Oiled	5225
Sub.	6	App. St.	3	Asp. (1)		0.997	13,385			Oiled	5226
App. St.	3	App. St.	3	Asp. (1)		0.856	12,885				
S Con. (d) (9)	6				T. (7) HO. (3)	0.760	16,125				5227
Sub.	6	App. St.	3	Asp. (7)		0.902	11,995				5228
App. St. †	3	App. St.	3	Asp. (7)		0.784	10,835				
Sub.	8	Li.	3	Sc., water		0.770	15,37)			Oiled	5229
Sub.	6	Sst.	3	Asp. (1, 7)		0.734	11,37)			Oiled	5230
Sub.6″ App.St.6″	12	Sst.	3	Asp. (1, 7)		0.939	13,198				
App. St.	3	Grv.	2½	Asp. (1)		1.000	12,770			Oiled	5231
App. St.	3	App. St.	3	Asp. (1)		0.554	8,370				
											*5232
S Con.(3, 14, 17)	5-P	Tr.	2½	Asp. (11) MM.	T.(17) Grv.	1.283	14,850				5232 A

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5232	Suffolk	11.85	.....	$195,654 12	195,654 12	.....	....	.....	11.58	16	32–28	109,091
5232A	Suffolk											
5233	Greene	3.39	.....	45,462 52	45,462 52	6/17/12	100	12/23/13	2.81	16	26	26,419
									0 58	16	26	5,404
5234	Sullivan	.....	.....	116,442 08	116,442 08	6/17/12	..	.....	8.32	14	26	68,364
						3/23/15						
									0.39	14	26	3,209
5234A	Sullivan	8.44	.....	.....	.....	4/ 1/16	100	12/30/17	0.19	14	26	1,556
									7.86	14	26	64,558
5235	Essex	3.69	.....	55,272 67	55,272 67	6/12/12	100	10/30/13	3.12	16	26	29,263
									0.57	16	26	5,376
5236	Essex	6.06	.....	87,550 49	87,550 49	6/11/12	100	4/21/14	6.06	16	26	56,908
5237	Albany	4.23	.....	58,727 07	55,927 61	6/11/12	100	11/29/13	4.23	16	26–30	39,716
5238	Essex	6.21	.....	92,821 94	92,821 94	6/12/12	100	10/15/13	6.21	16	22–26	8,276
5239	Essex	6.18	.....	97,229 79	97,229 79	6/12/12	100	12/23/14	6.18	16	26–32	57,973
*5240	Otsego	.....	.....	18,523 65	18,523 65	6/13/12	100	.....	5 68	.....	.....	.....
5240A	Otsego	.....	.....	59,333 57	59,333 57	5/15/14	100	8/17/15	5.68	16	26	53,339
5240	Otsego	5.68	.....	77,907 22	77,907 22	.....	....	.....	5.68	16	26	53,339
5240A	Otsego											
*5241	Broome	.....	.....	29,500 00	29,500 00	6/11/12	100	.....	3.16	16	26	29,456
5241A	Broome	.....	.....	40,065 96	40,065 96	8/26/15	100	11/29/16	3.16	16	28	29,634
5241	Broome	3.16	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5241A	Broome								.....	.....	.....	.....
*5242	Broome	3.26	.....	.....	.....	6/12/12	100	4/ 4/16	3.26	16	26	30,581
									0.83	16	26	7,731
*5243	Broome	.....	.....	70,168 84	70,168 84	6/14/12	....	.....	4 08	16	26	38,242
									0.19	14	26	1,565
5243A	Broome	.....	.....	70,833 83	70,833 83	10/16/14	100	2/15/17	0 72	16	28	6,743
									3 84	16	28	36,089
5243B	Broome	.....	.....	24,233 35	24,233 35	10/17/14	100	10/28/15	0.92	16	26	8,669
									3.13	16	26	29,392
									3.84	16	28	36,089
5243	Broome								0.72	16	28	6,743
5243A	Broome	8.82	.....	171,714 56	171,714 56	.....	....	.....	0.92	16	26	8,669
5243B	Broome								3.15	16	26	29,493
									0.19	14	26	1,565
†5244	Cayuga	11.52	.....	151,075 17	151,075 17	11/30/12	100	6/19/14	7.66	14–16	26–28	63,796
									3.86	14–16	26–28	32,279
*5245	Chautau	.....	.....	4,451 57	4,451 57	9/17/12	....	.....	5.95	.....	.....	.....
5245A	Chautau	.....	.....	96,266 45	96,266 45	11/ 2/14	100	11/17/16	5.95	16	32–36	56,160
5245	Chautau	5.95	.....	100,718 02	100,718 02	.....	....	.....	5.95	16	32–36	56,160
5245A	Chautau											
5246	Dela	6.48	.....	103,588 50	103,588 50	4/ 2/14	100	6/ 4/15	6.48	14	21–24	53,186
*5247	Otsego	.....	.....	39,247 40	37,960 94	6/13/12	....	.....	.....	.....	.....	.....
									4.50	16	26	42,214
5247A	Otsego	.....	.....	136,784 83	133,516 05	5/12/14	100	12/ 3/15	1.00	16–35	26–38	12,122
									6.72	16	26	63,106
5247	Otsego	12.22	.....	.....	.....	.....	....	.....	4.50	16	26	42,214
5247A	Otsego			176,032 23	171,476 99	.....	....	.....	1.00	16–35	26–38	12,122
									6.72	16	26	63,106
5248	Oneida	16.77	.....	268,930 10	268,930 10	6/13/12	100	11/27/14	18.00	16	26	169,187
5248	Herk	1.23										
									2.62	16	30	24,633
5249	Onon	4.84	.....	74,018 43	74,018 43	6/13/12	100	12/27/12	2.22	16	30	20,320
5250	Oswego	7.00	.....	96,830 24	96,830 24	9/18/12	100	11/ 6/13	7.00	16	30	67,000
5251	Oswego	4.25	.....	51,832 49	51,832 49	6/12/12	100	12/31/12	4.25	16	26–30	40,026
5252	Ontario	7.37	.....	87,014 99	87,014 99	7/ 2/12	100	10/24/13	7.37	14	28	60,726
*5253	Steuben	.....	.....	.....	.....	6/14/12	100	.....	.....	16	26	.....
5253A	Steuben	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5253B	Steuben	.....	.....	.....	.....	10/20/14	100	.....	.....	16	26	.....
5253C	Steuben	.....	.....	.....	.....	6/30/14	100	.....	.....	14	24–26	.....
5253D	Steuben	.....	.....	.....	.....	8/19/14	100	1/25/15	.....	16	26	.....
										16	26	.....
										16	26	.....
5253E	Steuben	.....	.....	.....	.....	8/30/15	100	1/ 3/17	5.50	14	26	45,199

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
S Con. (3,14,17)	5-P	Tr	2½	Asp. (11) MM.	T. (17) Grv.	1.283	15,740				5232
											5232A
Sub	6	App. St.	3	Asp. (10)		0.652	12,896			Oiled	5233
Sub.6"AppSt.6"	12	App. St.	3	Asp. (10)		0.981	15,902				
Sst	3	Sst	3	Asp. (1, 8)		0.711	11,730				*5234
Sst	3	Sst	3	Asp. (10)	Tr., CO						
Old Mac., Sst.	3	Sst	3	Asp. (10)	Tr., CO						5234A
Old Mac					Tr., CO						
Sub	6	App. St.	3	Asp. (10)		0.857	14,366			Oiled	5235
Grv. 6", Fld. 6"	12	App. St.	3	Asp. (10)		1.270	18,335				
S Con. (d) (9,10)	6					0.611	13,245				5236
S Con. (d) (8)	6				HO(10) T(17)	1.050	13,884				5237
Sub	6	App. St.	3	Asp. (7)		0.778	14,076				5238
Sub.6"AppSt.6"	12	App. St.	3	Asp. (1)		0.828	16,675			Oiled	5239
							3,260				*5240
Li	4½	Li	3	Sc., water		0.796	10,450			Oiled	5240A
Li	4½	Li	3	Sc., water		0.796	13,720				5240
											5240A
Sub	6	App. St.	1	HO. (10)		0.534	9,398				*5241
Old Mac. Lo. St	2	Li	3	Sc., water	L. C. T. (17)	0.694	12,571				5241A
											5241
											5241A
Sub. (puddled)	6	Lo. St.	1	Sc., water	HO (1)	0.448	7,815				*5242
Sub	6					0.375					
Sub	6	Lo. St.	3	Ber. (1)		1.083					*5243
Sub	6	Br	4			1.920					
		Li	3	Asp. (10)		0 802					5243A
Sst	4½	Li	3	Asp. (10)		1.133	16,275				
		Tr	2	Asp. (11)		0 683	8,750				5243B
		Tr	1	HO. (11)		0.334	5,475				
Lo. St	4½	Li	3	Asp. (11)		1.133	17,265				
Sub	6	Li	3	Asp. (11)		1.177	17,683				5243
Sub	6	Lo. St. & Tr	5	Asp. (11)		1.840	22,900				5243A
Sub	6	Lo. St	4	Asp. (11)	Tr. HO (11)	1.501	20,721				5243B
Sub	6	Br. (23)	4			1.935	24,790				
Grv	6	App. St.	3	T. (17)		1.080	13,350			Oiled	†5244
Grv. 6", Grv. 6"	12	App. St.	3	T. (17)		1.390	16,297				
											*5245
		F Con. (16)	7-P			1.233	15,090				5245A
		F Con (16)	7-P			1.233	15,830				5245
											5245A
Sub	8	App. St.	3	Asp. (10)		0.852	18,250				5246
											*5247
Li	4½	Li	3	Sc., water		0.767	11,290				
Li	4½	Li	3	Asp. (10)		1.128	14,168			Oiled	5247A
Sub	8	Li	3	Sc., water		0.587	9,630				
Li	4½	Li	3	Sc., water		0.777	14,390				
Li	4½	Li	3	Asp. (10)		1.128	17,789				5247
Sub	8	Li	3	Sc., water		0.587	12,700				5247A
Gn, Grn	3	Gn. Grn	3	Ber. (17)		0.944	14,920			Oiled	5248
Grv. Con. (h) (6)	6				T. (17)	1.130	14,361				
Grv. 6" Grv. Con. (h) (6)	6				T. (17)	1 330	16,218	1916	4.84	2" MM-2	5249
Sub	6	H Con (10)	5-P			1.062	13,440			Oiled	5250
Grv. Con. (h) (1)	6				Doly	0.810	11,500				5251
S Con (17)	6				T. (16), HO (3, 4)	0.926	12,760			Oiled	5252
Sub. (puddled)	6			Sc., water	Glutrin						*5253
											5253A
		Slag	3	Sc., water							5253B
Sub	6	Slag	3	Li., Sc., water						Oiled	5253C
		F. Con. (a) (5)	5								
					Slag, T. (17)					Oiled	5253D
		Slag	3	Sc., water							
Sub	6	Grv	3	Sc., water	C. T. (17)	0.84	11,760				5253E

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
									1.00	16	26	.....
									0.21	16	26	.....
									3.89	16	26	.....
5253	Steuben.	17.07	.....	.....	.....	.....	....	.....	0.27	16	26	.....
									5.50	16	26	.....
									4.37	14	24–26	.....
									1.83	16	26	.....
5254	Steuben.	3.92	.....	$31,059 78	$31,059 78	6/15/12	100	11/12/13	3.92	16	26	36,976
†5255	Steuben.	3.85	.....	26,626 50	26,626 50	7/22/12	100	8/21/13	3.09	16	28	29,066
									0.76	16	28	7,094
5256	Tomp...	3.10	.....	38,516 25	38,516 25	6/13/12	100	9/ 4/13	3.10	16	28	29,119
5257	Tioga...	9.71	.....	138,791 67	133,950 82	6/17/12	100	9/28/14	9.51	16	26	89,284
									0.20	30	30	3,702
*5258	Cattarau	1.40	.....	53,618 46	41,604 61	6/14/12	....	.....	1.40	16–47	25–47	18,383
5258A	Cattarau	5.34	.....	.....	.....	3/29/15	100	8/22/17	4.74	16–21	26–32	44,529
									0.60	16–26	24–32	8,039
*5259	Cattarau	2.56	.....	62,718 19	39,917 66	9/18/12	100	2/ 8/15	1.39	23–40	28–40	21,870
									1.17	12	32	8,281
5259A	Cattarau	4.27	.....	63,857 27	63,857 27	6/ 9/15	100	1/ 3/17	4.27	16, 20	32–36	40,625
5260	Chen. ..	3.01	.....	36,514 54	36,514 54	6/13/12	100	10/ 6/13	3.01	16	30	28,245
5261	Chen....	4.43	.....	63,580 91	63,580 91	6/10/12	100	11/12/13	4.43	16	26–30	41,609
*5261A	Chenan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5262	Chautau	2.15	.....	59,701 72	46,341 06	6/25/12	100	12/18/14	2.15	16–38	30–38	25,328
*5263	Chautau	.....	.....	12,012 31	12,012 31	9/17/12	...	.....	5.47	.....	.....	.....
5263A	Chautau	.....	.....	89,912 70	89,912 70	11/ 2/14	100	8/15/17	5.35	16–32	32–40	50,844
									0.12	16	32	1,173
5263	Chautau	5.47	.....	101,925 01	101,925 01	.....	....	.....	5.35	16–32	32–40	50,844
5263A	Chautau								0.12	16	32	1,173
5264	Cattarau	4.50	.....	63,776 46	63,776 46	8/ 8/12	100	10/27/14	4.50	16	32	42,292
*5265	Cattarau	3.37	.....	.....	.....	6/14/12	100	10/11/16	2 43	16	32	22,775
									0.94	21	44	13,389
5265A	Cattarau	0.93	.....	53,765 34	20,863 52	7/16/15	100	12/28/16	0.93	20–44	20–44	19,031
									3.91	16	28	13,733
5266	Jeffers..	7.31	.....	87,033 98	87,033 98	6/14/12	100	10/ 6/13	1.04	16	28	9,778
									2.26	16	28	21,190
									0.10	16	28	935
5267	Jeffers..	8.41	.....	83,587 66	83,587 66	6/14/12	100	8/14/14	8.41	16	28	78,979
5268	Hamilt..	5.97	.....	109,299 89	109,299 89	6/12/12	100	6/11/14	5.97	16	26	56,083
5269	Jeffers..	13.42	.....	141,613 83	141,613 83	6/11/12	100	11/ 4/14	13.42	14, 16	28	125,938
*5269A	Jeffers...	.....	.....	.....	.....	.....	.....	.....	0.32	16	28	3,033
5269B	Jeffers...	0.49	.....	5,863 81	5,863 81	3/20/15	100	6/11/15	0.17	16	28	1,491
5270	Livings..	6.92	.....	89,902 06	87,141 03	6/15/12	100	3/ 3/14	5.68	16–24	28–46	55,592
									1.24	16	28	11,644
									1.34	16	28	12,546
5271	Livings..	5.50	.....	77,956 03	71,325 30	6/11/12	100	6/ 4/14	0.20	40–110	40–110	7,097
									2.23	45–16	28–45	21,010
									1.73	16	23–28	16,266
5272	Livings..	4.26	.....	57,314 76	57,314 76	6/12/12	100	12/15/13	4.26	12–16	22–30	33,228
†5273	Livings..	6.30	.....	75,530 72	75,530 72	6/12/12	100	11/12/13	6.30	16	32	59,090
5274	Onon...	10.33	.....	139,725 05	139,725 05	6/13/12	100	10/24/13	4.68	16	30	43,947
									5.65	16	26, 30	53,040
5274A	Onon...	0.18	.....	2,821 13	2,821 13	10/29/15	100	7/12/16	0.18	16	22–24	1,650
									5.15	16	30–32	48,395
5275	Oswego..	8.15	.....	111,921 92	97,752 85	6/12/12	100	3/31/14	2.72	16	30	25,530
									0.21	40–47	42–49	5,800
									0.04	40–47	42–49	1,075
†5276	Oswego..	6.17	.....	95,547 75	95,547 75	6/11/12	100	1/15/14	5.11	16	30	48,253
									1.06	16	30	9,920
5277	Saratoga.	1.03	.....	31,880 62	22,125 33	6/14/12	100	10/23/13	0.31	39–44	42–47	5,785
									0.72	16	32–43½	7.295
*5278	Renss...	.....	.....	.....	.....	6/11/12	....	.....	.....	16	26	.....
									3.12	16	26	31,700
†5278A	Renss...	.....	.....	46,221 57	46,221 57	11/ 4/14	100	1/18/16	0.21	16	26	1,930
									0.33	16	26	3,110

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–20' highway	Year resurfaced	Miles	Type	Highway No.
Sub	6			Sc., water	Glu						
Sub	6	Sl	3	Sc., water							
Sub	6	Sl	3	Sc., water							
Sub	6	F Con	5					1915	0.10	Bit. Mac	5253
Sub	8	App. St	3	Sc., water	C. T. (17)						
Sub	6	Sl	3	Li., Sc., water							
Sub	6			Sc., water	Sl. T. (17)						
Fld	6	Grv	2½		CO. (10)	0.573	7,920	1916 1917	0.97 0.88	2½" Bit. Mac. 2½" Bit. Mac.	5254
Sub	6					0.406	6,196	1914	3.85	WB. Mac	†5255
Sub.6"App.St.6"	12					0.740	9,286				
Sub	†6	Sst	3	Sc., water	HO. (10)	0.854	12,240			Oiled	5256
Sub	6	App. St	3	Sc., water	HO. (3,7/16)	0.773	13,650			Oiled	5257
Grv. Con. (d)(8)	5	Br. (10)	4			1.980	25,170				
Grv. Con. (1)(4)	5	Br. (15)	4			1.718	25,430				*5258
		F Con.(5)	7P			1.033					5258A
S Con. (i)(4. 5)	6	Br. (15)	4			1.944					
S Con. (4)	5	Br. (9, 15)	4			1.763	21,820				*5259
S Con. (4)	5				Sc., T. (17)	0.613	11,000				
		F Con. (16)	7P			1.000	14,970				5259A
Sub	8	App. St	3	Asp. (5, 7)		0.873	11,870				5260
Grv	5	Li	3	Asp. (4)		0.899	14,040				5261
											*5261A
Grv. Con. (g, h)	5	Br. (34)	4	(11)		1.650	23,600				5262
											*5263
		F Con. (4)	7-P			1.150	15,415				5263A
Li	5	Li	3	Sc., water		1.128	15,210				
		F Con (4)	7-P			1.150	17,465				5263
Li	5	Li	3	Sc., water		1.128	17,260				5263A
Grv.Con(h)(11)	6				T(17)HO(17)	0 841	13,515	1917	0.60	Brick	5264
Grv. Con. (1, 4)	5				T.(17)	1.048					*5265
Grv. Con. (1, 4)	5	Br(1,14,22)				1.846					
S Con. (4, 11, 16)	6	Br. (22, 32)	4			1.630	28,630				5265A
App. St	3	Li	3	Sc., water	HO (10)	0.555	10,630				
Sub	6	Li	3	Sc., water	HO (10)	0.665	11,660				
Sub	6	Grn	3	Asp. (1)		0.855	13,445				5266
App. St	3	Grn	3	Asp. (1)		0.744	13,400				
Fld. Sub	6	Li	3	Sc., water		0.588	9,750				5267
Gn	3	Gn	3	Asp. (1, 13)		0.927	18,295			Oiled	5268
Fld. Sub	6	App. St	3	Asp. (1)		0.932	10,480				5269
Sub. 6,App. St.2	8	App. St	3	Asp. (7)		1.210	17,100				5269A
					HO	0.205					5269B
Li	3½	Li	2½	Asp. (1)		0.941	12,100			Oiled	5270
Fld. Sub	7	Li	3	Asp. (1)		1.124	14,100				
Grv	4	Li	3	Asp. (7)		0.793	11,720				
S Con (1)	6				T. (16) L. Sc.	0.879	12,530			Oiled	5271
Li	3	Li	3	Asp. (7)		0.965	13,340				
Fld	6	Li	3	Asp. (7)		0.929	13,000				
Grv	4	Li	3	Asp. (1)		0.820	14,785			Oiled	5272
Grv.Con(h)(16)	6				Sc.,T.(16,17)	0.787	11,500				†5273
S. Con. (d) (10)		Sn	1	T (17)		0.752	10,840	1916	0.88	2" Amiesite	5274
S. Con. (d) (10)		Sn	1	T (17)		0.960	12,790				
App. St	4	App. St	3	Asp. (21)		1.148	16,070				5274A
App. St	4	App. St	2	Asp. (7)		0.803	11,250				
Sub.6"App.St.4"	10	App. St	2	Asp. (7)		0.957	12,700				5275
S Con. (d) (1)	6	Br. (22)	4			2.030	22,560				
S Con. (d) (1)	6	St. Blk	4			4,230	49,180				
		H Con.(10)	5½		T. (17) Sc	1.147	14,210	1917	1.73	2" Amiesite	†5276
H Con. (10)	5	Br. (12)	4			2.192	24,020				
Grv. Con. (g)	5	Br. (7)	4			2.327	32,430				5277
Grv. Con. (g)	6				†Dolarway	0.849	18,570				
Grv. Con.(h)(3)	6				HO. (10)						*5278
		FCon(a)(2)	6			1.130	12,250				
		Qrz	3	Sc., water	HC. T. (17)	0.499	6,327				†5278A
App. St	3	Qrz	3	Sc., water	HC. T. (17)	0.749	8,673				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5278	Renss.	3.66	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5278A	Renss.											
5279	Monroe	6.63	.....	$138,592 05	138,592 05	6/17/12	100	12/26/13	0.66	16	32	6,183
									5.99	16	32	56,584
5280	Nassau	.....	1.57	33,900 00	33,900 00	7/20/15	10	.....	1.57	16	28	14,764
5281	Saratoga	1.77	.....	18,779 16	18,779 16	6/13/12	100	12/31/12	1.77	16	26	16,558
5282	Seneca	6.88	.....	89,135 39	85,687 88	6/13/12	100	9/28/14	6.88	16-50	30-56	67,778
5283	St. Law.	18.94	.....	195,402 59	195,402 59	6/12/12	100	10/ 8/14	18.94	14,16	28	156,890
†5284	St. Law.	8.25	.....	120,919 05	120,919 05	6/12/12	100	10/29/13	11.59	14,16	28,30	95,742
5284	Frank.	3.34										
5285	St. Law.	14.91	.....	170,484 74	170,484 74	6/12/12	100	1/ 5/14	14.91	14	26-28	122,467
*5286	Scho.	4.11	.....	48,517 86	48,517 86	9/17/12	100	2/ 3/15	4.11	16	26	38,592
5286A	Scho.	0.59	.....	10,091 33	10,091 33	11/ 4/14	100	12/ 3/15	0.59	16	26	5,561
5287	St. Law.	5.99	.....	69,239 05	69,239 05	6/12/12	100	12/24/14	5.99	14	28	49,184
5288	St. Law.	4.57	.....	142,530 98	73,753 82	6/27/12	100	5/12/14	2.47	16-40	20-40	50,280
									2.10	16-20	26	21,852
5289	Tioga	0.97	.....	52,386 87	52,386 87	6/21/12	100	10/ 6/13	3.65	16	26	34,276
5289	Chem.	2.68										
5290	Wayne	7.02	.....	93,625 91	90,417 91	6/12/12	100	1/ 7/14	6.53	16,24	26,40	59,434
									0.49	16,40	26,40	9,271
5291	Yates	1.75	.....	86,033 41	47,025 06	6/12/12	100	1/ 8/13	1.75	22-40	24-40	27,117
5292	Cortland	0.87	.....	13,540 77	13,540 77	6/12/12	100	9/ 4/13	0.87	14	26	7,175
5293	Wash.	6.01	.....	67,246 72	67,246 72	6/30/12	100	10/23/13	6.01	16	22-32	56,445
5294	Tomp.	6.69	.....	78,831 81	78,831 81	6/15/12	100	12/ 3/14	6.69	16	26	62,827
5295	Schuyler	4.38	.....	82,677 03	67,874 08	7/ 1/12	100	11/ 4/14	0.41	32	32	8,049
									3.97	16	26-32	37,280
5296	Sullivan	1.37	.....	44,482 36	20,040 88	6/11/12	100	5/19/14	1.08	16-40	28-40	15,533
									0.29	40	40	6,936
5297	Orange	3.94	.....	53,466 52	53,466 52	6/11/12	100	7/ 9/13	2.85	16	28	26,770
									1.09	16	28	10,288
*5298	West.	.....	.....	48,960 37	48,960 37	8/11/12	....	.....	7.03	16	28	25,227
5298A	West.	.....	.....	63,327 89	63,327 89	5/15/14	100	1/25/15	2.68	16	28	25,227
									4.16	16	28	38,904
									0.19	16	28	1,825
5298	West.	7.03	.....	112,288 26	112,288 26	.....	100	.....	2.68	16	28	25,227
5298A	West.								4.16	16	28	38,904
									0.19	16	28	1,825
5299	Suffolk	1.32	.....	49,173 73	30,571 58	6/15/12	100	7/14/14	1.32	20-55	32-55	22,682
5300	Suffolk	1.04	.....	17,845 93	17,845 93	7/10/12	100	12/31/12	1.04	16	32	10,409
5301	Suffolk	.....	.....	7,570 27	7,570 27	10/13/12	....	.....	.....	.....	.....	.....
†5301A	Suffolk	.....	.....	152,152 90	152,152 90	3/12/14	100	10/27/16	12.82	16	32-40	122,805
5301	Suffolk	12.82	.....	159,723 17	159,723 17	.....	100	.....	12.82	16	32-40	122,805
5301A	Suffolk											
5302	Livings.	6.40	.....	86,900 35	79,456 16	6/12/12	100	1/15/14	6.40	16-38	20-40	65,233
5303	Oneida	0.82	.....	47,322 16	20,547 58	6/27/12	100	1/22/13	0.82	26-45	26-45	18,090
5304	Jeffers	11.48	.....	144,336 11	144,336 11	6/12/12	100	12/11/13	11.33	14, 16	32	106,330
									0.15	16	32	1,383
*5304A	Jeffers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5305	Niagara	7.95	.....	91,989 37	91,989 37	6/ 8/12	100	8/ 9/15	1.70	16	28	16,000
									6.25	16	28	58,626
5306	Niagara	6.82	.....	159,394 51	151,373 30	6/ 8/12	100	3/ 3/14	6.82	16-32	32-48	66,970
5307	Oneida	7.78	.....	87,541 19	87,541 19	6/12/12	100	11/29/13	7.78	16	28	73,042
5308	St. Law.	2.51	.....	33,234 47	29,861 58	6/17/12	100	12/ 2/13	2.51	16-24	32-38	27,143
5309	Lewis	1.31	.....	70,986 27	33,867 55	6/27/12	100	12/10/13	1.31	16-60	30-62	25,070
5310	Renss.	0.95	.....	19,926 18	13,916 72	6/11/12	100	11/29/13	0.95	†20,22	25-30	11,479
5311	Clinton	3.35	.....	73,070 36	73,070 36	6/17/12	100	10/30/13	4.92	16	24-26	46,202
5311	Essex	1.57										
*5312	Allegany	.....	.....	62,013 02	43,405 92	9/17/12	100	3/30/14	1 16	16-50	21-50	16,468
5312A	Allegany	.....	.....	56,024 32	56,024 32	5/15/14	100	12/17/14	4.01	16	32	37,677
									0.77	16	32	7,212

* See Appendix B, list of counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			HIGHWAY NO.
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	5278
											5278A
Sc. Grv. Con (d)	5	Br.....	4	(16).....	.....	2.168	24,955	.....	.....	.....	
Sc. Grv. Con.... (d) (16).....	5	App. St...	1½	Asp. (3) MM...	.....	1.622	19,830	.....	.....	.....	5279
.....	....	F Con. (14)	6¾-P	.....	.....	1.191	31,370	.....	.....	.....	5280
Sub.....	6	App. St...	3	Asp. (1).....	Sc., Ber. (1)	0.706	10,575	.....	.....	Oiled.....	5281
S Con. (16, 20)	5	.....	....	.....	H. O (7, 10), T. (16, 17)	1.075	13,650	1917	0.81	2" Amiesite....	5282
Sub.....	6	Gn. Grn..	3	Asp. (1).....	.....	0.824	11,085	.....	.....	Oiled.....	5283
Fld.....	6	Grn.....	3	Asp. (1, 7).....	.....	0.880	11,300	.....	.....	Oiled.....	†5284
Sub.....	6	App. St...	3	Asp. (1, 7, 8)...	.....	0.908	12,380	.....	.....	Oiled.....	5285
Fld.....	6	Li.....	3	Sc., water.....	H. O. (10)...	0.393	11,810	.....	.....	.....	*5286
Fld.....	8	Li.....	3	Asp. (11).....	.....	0.862	16,285	.....	.....	.....	5286A
Fld.....	6	App. St...	3	Sc., water.....	H. O. (11)...	0.794	12,175	.....	.....	Oiled.....	5287
S Con. (d) (10).	5	Br. (9, 23, 27, 31)..	4	.....	.....	2.274	22,215	.....	.....	.....	5288
.....	....	App. St...	3	Asp. (1).....	.....	0.672	8,175	.....	.....	.....	
Sub.....	8	App. St...	1	H. O. (10).....	.....	0.656	14,350	1916	0.97	2½" Bit. Mac.	5289
								....	2.68	Oiled.....	
Sub.....	9	App. St...	3	Asp. (1, 8).....	.....	0.934	13,050	....	.....	Oiled.....	5290
Sub.....	7	App. St...	3	Asp. (1, 8).....	.....	0.840	12,165				
Grv. Con. (h)	5	Br. (10)...	4	(1, 24).....	.....	2.014	36,790	.....	.....	.....	5291
App. St.....	3	App. St...	3	Asp. (1).....	.....	0.906	16,530	.....	.....	Oiled.....	5292
Sub.....	6	App. St...	3	Sc., water.....	H. O. (10)†..	0.736	11,120	.....	.....	Oiled.....	5293
Sub.....	6	App. St...	3	Sc., water.....	H. O. (2).....	0.797	11,630	.....	.....	Oiled.....	5294
Grv. Con (d) (13)	5	Br. (7).....	4	.....	.....	2.130	26,668	.....	.....	.....	5295
Sub.....	6	Li.....	3	Sc., water.....	Glu., H. O (16)	0.905	15,604	.....	.....	Oiled.....	
App. St.....	3	App. St...	3	Asp. (1).....	.....	0.7 9	15,91	.....	.....	.....	5296
S Con. (d) (1, 24)	5	Br. (22)...	4	.....	.....	2.21	28,5 5	.....	.....	Oiled.....	
App. St.....	3	App. St...	3	Asp. (7).....	.....	0.762	13,880	.....	.....	.....	5297
Old Telford.....	....	App. St...	3	Asp. (7).....	.....	0.517	11,575				
S Con. (3).....	6	.....	....	.....	.....	0.683	.....	.....	.....	.....	*5298
.....	....	.....	....	.....	T. (16).....	0.178	.....				
App. St.....	5	App. St...	3	T. (16).....	.....	0.986	.....	.....	.....	.....	5298A
Sub. 6", Ap. St. 2"	8	App. St...	3	T. (16).....	.....	1.236	.....				
S Con.....	6	.....	....	.....	T. (16).....	0.866	14,850	.....	.....	.....	
App. St.....	5	App. St...	3	T. (16).....	.....	0.986	16,030	.....	.....	.....	5298
Sub. 6", Ap. St. 2"	8	App St...	3	T. (16).....	.....	1.236	18,370	.....	.....	.....	
Grv.....	4	Grv.....	2½	Asp. (17) MM.	.....	1.526	24,485	.....	.....	.....	5299
Grv.....	4	Grv.....	2½	Ber. (1) MM...	.....	1.520	16,040	.....	.....	.....	5300
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	5301
.....	....	F Con. (5, 6, 14, 15, 17)	6-P	.....	.....	1.000	11,170	.....	.....	.....	†5301A
.....	....	F Con. (5, 6, 14, 15, 17)	6-P	.....	.....	1.000	11,760	.....	.....	.....	5301
											5301A
Grv. Con (h) (11)	5	.....	....	.....	T (16) HO. (4)	0.793	12,070	1917	0.65	2" Amiesite..	5302
Grv. Con. (h) (10, 13).....	5	Br. (31)...	4	.....	.....	2.070	25,321	1917	5.29	2" Bit. Mac..	5303
Sub.....	6	App. St...	3	Asp. (1).....	.....	0.926	12,280	.....	.....	Oiled.....	5304
Sub.....	6	App. St...	3	Asp. (1).....	.....	.....	.....				
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	*5304A
Li.....	5½	Li.....	3	Asp. (1).....	.....	1.145	13,300	.....	.....	.....	5305
Li.....	3	Li.....	3	Asp. (1).....	.....	0.899	10,990				
Grv. Con. (h) (4)	5	Br. (20)...	4	.....	.....	1.897	22,18	.....	.....	.....	5306
Sub.....	6	Li.....	3	Ber. (1).....	.....	0.877	11,140	.....	.....	Oiled.....	5307
Fld.....	3	Fld.....	3	Ber. (1).....	.....	0.922	11,460	.....	.....	Oiled.....	5308
S Con. (d) (11, 13, 15).....	6	Bitu.....	2	.....	.....	2.161	26,555	.....	.....	.....	5309
App. St.....	4	App. St...	3	Asp. (1), Trn. (1)	.....	0.787	16,93	.....	.....	Oiled.....	5310
Sub.....	6	App St...	3	Asp (7).....	.....	0.852	14,840	.....	.....	Oiled.....	5311
Grv. Con. (13) (d)	5	Br (18)...	4	.....	.....	2.068	.....	.....	.....	.....	5312*
Sub.....	6	Li. & Sl...	2	Asp. (2).....	.....	0.851	11,496	.....	.....	.....	5312A
Grv.....	6	Li. & Sl...	2	Asp. (2).....	.....	0.785	10,781				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
*5312	Allegany	5.94	.....	$118,037 34	$99,430 24	.....	....	.....	1.16	16-50	21-50	16,468
									4.01	16	32	37,677
5312A	Allegany								0.77	16	32	7,212
5312B	Allegany	0.17	.....	4,009 02	4,009 02	9/10/14	100	11/30/14	0.17	16	32	1,582
5313	Saratoga	1.30	.....	52,871 06	35,378 87	9/17/12	100	1/ 7/14	1.09	32-43	32-43	15,808
									0.21	16	26	1,944
5314	Schenec.	5.45	.....	82,901 97	82,901 97	4/ 2/14	100	12/14/14	0.29	16	28	2,760
									5.16	16	28	48,383
5315	Orleans.	2.40	.....	79,613 73	50,570 71	10/ 3/12	100	3/30/14	2 40	16-38	30-38	32,523
5316	Wash...	3.09	.....	30,569 83	30,569 83	9/17/12	100	11/12/13	3.09	16	26	29,014
5317	Erie....	4.97	.....	132,907 31	120,452 31	4/ 3/14	100	12/23/14	4.97	16	26-32	50,472
*5318	Onon...	.....	.....	38,219 06	34,916 30	9/17/12	100	10/29/13	0.35	20	28	4,747
									0.72	16	32	6,716
5318A	Onon...	.....	.....	4,140 51	4,140 51	8/25/14	100	11/28/14	0.14	16, 20	32	1,687
5318	Onon...								†0.35	20	28	4,787
5318A	Onon...	1.18	.....	42,359 57	39,056 81	.....	....	.....	0.14	16, 20	32	1,687
									0.72	16	32	6,694
5319	Niagara.	6.63	.....	52,188 38	52,188 38	9/17/12	100	12/26/13	6.63	16	44	62,789
5320	Chautau	1.07	.....	37,381 67	23,984 33	10/23/12	100	1/15/14	1.07	‡16-45	32-45	12,416
5321	West....	1.64	.....	12,333 94	12,333 94	9/17/12	100	7/ 2/13	1.64	16	28	15,430
5322	Sullivan.	8.45	.....	97,888 44	97,888 44	9/17/12	100	11/26/13	8.45	14-16	26-28	73,095
5323	Ontario.	1.90	.....	99,058 34	99,058 34	9/21/12	100	12/15/13	6.67	14	28	54,757
5323	Yates...	6.25							1.48	14	28	12,134
*5324	Yates...	.....	.....	125,642 82	125,642 82	9/18/12	100	12/15/13	8.42	14	28	69,162
									2.47	14	28	20,285
5324A	Yates...	.....	.....	14,301 40	14,301 40	4/ 3/14	100	8/12/14	2.47	14	28	20,285
5324	Yates...	10.89	.....	139,944 22	139,944 22	.....	100	.....	8.42	14	28	69,162
5324A	Yates...								2.47	14	28	20,285
5325	Oneida..	12.37	.....	148,239 64	148,239 64	12/19/12	100	8/12/14	12.37	16	26	116,090
5326	Dutchess	3.93	.....	55,385 13	55,385 13	9/30/12	100	9/11/13	3.93	16	28	36,888
5327	Lewis...	14.77	.....	136,916 04	136,916 04	9/23/12	100	1/ 5/14	14.77	16	28	138,664
5328	Orange..	4.90	.....	97,303 90	97,303 90	9/17/12	100	7/14/14	4.90	14-16	24-26	45,655
5328A	Orange..	0.90	.....	15,645 87	15,645 87	5/25/14	100	4/17/15	0.90	14-16	26	8,066
5328B	Orange..	6.29	.....	.....	.....	6/17/15	100	9/26/17	5.39	14	24	44,274
									0.90	14	24	7,407
									2.50	14	30	20,534
5329	Madison	10.11	.....	119,287 44	119,287 44	9/18/12	100	10/ 6/14	3.50	14	26, 30	28,747
									4.11	14	30	32,756
5330	Madison	5.63	.....	81,830 13	81,830 13	9/17/12	100	10/ 6/14	2.74	14	26	22,540
									2.89	14	30, 40	23,718
5331	St. Law.	1.76	.....	23,898 57	16,101 90	9/17/12	100	12/16/13	1.26	20-54	Av. 50	21,311
									0.50	16	32	4,000
									6.71	16	26	63,027
5332	Lewis...	.....	.....	100,501 47	100,501 47	9/24/12	100	12/14/14	2.05	16	26	19,257
5332	Jeffers..								0.37	.....	26	.....
5332A	Jeffers..	.....	.....	19,572 50	12,911 91	8/20/14	100	1/ 4/15	0 68	16-36	30-36	9,678
									0.07	19-32	32	1,481
5332B	Lewis...	.....	.....	73,789 98	73,789 98	6/18/15	100	1/12/16	4.81	16	28	45,133
									2.05	16	28	19,248
5332	Jeffers.	1.13							6.73	16	26	63,207
5332A			.....	193,863 95	187,203 36	.....	....	.....	6.86	16	28	64,381
5332B	Lewis.	13.22							0.69	16-36	30-36	9,678
									0.07	32-19	32	1,481
5333	Tioga...	1.28	.....	26,518 92	15,513 13	10/17/12	100	9/26/13	1.28	16, 22	25	16,055
5334	Schuyler	.....	.....	2,169 28	2,169 28	9/16/12	100		.....	.....	.....	.....
5334A	& Yates.	.....	7.85	116,100 00	116,100 00	7/ 9/14	91	.....	.....	14	26	64,584
5335	Schuyler.	1.75	.....	63,534 28	38,726 23	9/23/12	100	4/23/14	1.10	21-34	30-43	18,970
									0.65	16	26	6,276
5336	Wash...	9.48	.....	115,148 20	115,148 20	9/17/12	100	2/20/14	3.96	16	26	37,200
									5.52	16	26	51,863
5337	Clinton..	2.36	.....	26,121 12	26,121 12	9/17/12	100	12/15/13	2.36	16	32	22,187
*5338	Broome.	.....	.....	137,588 97	132,917 09	9/23/13	100	12/15/14	9.52	16-35	26-39	92,073
5338A	Broome.	.....	.....	59,083 50	59,083 50	4/14/14	100	1/12/15	2.95	16	26	27,534
									1.23	16	26	11,634
§5338	Broome.	13.36							9.56	16-34	26-37	92,280
			.....	196,672 47	192,000 59	.....	....	.....	2.95	16	26	27,673
5338A	Dela....	0.38							1.23	16	26	11,556

• See Appendix B, list by counties. † Changed from original plans. ‡ Railroad paved additional width of 9 feet.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Grv.Con(d)(13)	5	Br. (18)	4			2.068	26,885				
Sub	6	Li. & Sl.	2	Asp. (2)		0.852	15,460	....	.....	.....	5312
Grv	6	Li. & Sl.	2	Asp. (2)		0.785	14,840				5312A
Sub	6	Sl.	3	Sc., water		0.711	21,660	.....	.....	.....	5312B
Grv.Con. (g)(9)	5	Br. (25)	4			2.260	31,250	.....	.....	.....	5313
Sub	6	App. St.	3	Asp. (7)		0.903	18,510	.....	.....	.....	
S Con (d) (10)	6	Br. (1), (25)	4			1.167	13,670	.....	.....	.....	5314
.....	....	F Con.(a)10	7–P			2.333	24,620	.....	.....	.....	
S. Con	5	Br.	4			1.734	22.035	.....	.....	.....	5315
Qrz	3	Qrz	3	Asp. (10)		0.696	9,890	.....	.....	Oiled	5316
S Con (13)	5	Br. (22)	4			1.990	24,850	.....	.....	.....	5317
S Con. (d) (17)	5	Br. (3)	4			2.292	39,110	.....	.....	.....	5318*
App. St	4	Li.	2	Asp. (7)		0.952	26,535	.....	.....	.....	
Li	3	Li.	3	Asp. (2)		0.943	27,340	.....	.....	.....	5318A
S Con. (d) (17)	5	Br. (3)	4			2.292	40,235	.....	.....	.....	
Li	3	Li.	3	Asp. (2)		0.942	27,570	.....	.....	.....	5318
Li	4	Li.	2	Asp. (7)		0.952	27,660	.....	.....	.....	5318A
Grv.Con(h)(16)	5	.....	....	.....	T. (16), Sn.	0.666	7,410	.....	.....	Oiled	5319
Grv.Con(h)(16)	5	Br. (15)	4			2.100	29,775	.....	.....	.....	5320
Old Mac	3	App. St.	3	T. (17)		0.681	7,500	.....	.....	Oiled	5321
Sub	6	Sst.	3	Asp. (1)		0.668	12,975	.....	.....	Oiled	5322
App. St	4	App. St.	2	Asp. (7)		0.987	12,800	1917	2.00	2½" Bit. Mac.	5323
Fld.6",Ap.St.4"	10	App. St.	2	Asp. (7)		1.250	15,260				
Sub	6	Fld.	†3	Asp. (7)		1.080	13,698	....	.....	.....	5324*
Sub	6	.....	....	.....		0.483	8,317				
.....	....	Fld.	3	Asp. (7)		0.619	6,517	.....	.....	.....	5324A
Sub	6	Fld.	3	Asp. (7)		1.080	13,780	....	.....	Oiled	5324
Sub	6	Fld.	3	Asp. (7)		1.100	13,950				5324A
Li	6	Li.	3	Sc., water	Glu	0.878	11,985	.....	.....	Oiled	5325
Sub	6	Dol.	3	Asp. (1)		0.847	13,830	.....	.....	.....	5326
Sub	6	App. St.	3	.....	Glu	0.668	9,114	.....	.....	Oiled	5327
Sub	6	App. St.	3	Asp. (1)		0.706	18,660	.....	.....	.....	5328
App. St	5	App. St.	3	Asp. (10)		0.863	17,740	.....	.....	.....	5328A
Lo. St	5	Lo. St	3	Sc., water	CT. (17)	0.567	.....	....	.....	.....	5328B
Fld. 8, Lo. St. 2	10	Lo. St	3	Sc., water	CT. (17)	0.664	.....				
Grv	6	Grv.	3	.....	HO. (3)	0.554	10,235				
Grv	6	Grv.	3	Asp. (3)		0.768	12,245	....	.....	Oiled	5329
Sub	6	App. St.	3	Asp. (10)		0.998	14,415				
Li	4	Li.	3	Asp. (10)		1.071	16,570	....	.....	Oiled	5330
Grv	6	Li.	2	Asp. (3)		0.755	13,610				
Old Mac	....	App. St.	3	Asp. (8)		0.725	8,695	....	.....	Oiled	5331
App. St	3	App. St.	3	Asp. (8)		0.990	11,180				
Sub	6	Li.	3	Sc., water	HO (11) Glu.	0.771	.....				
Sub	6	.....	....	.....	.....	0.292	.....	....	.....	Oiled	5332
Grading	....	.....	....	.....	.....	.....	.....				
.....	....	F Con. (a)	Av 6	(10)	.....	0.975	14,980	.....	.....	.....	5332A
S Con. (d) (10)	6	Br. (18)	4			2.294	27,360	.....	.....	.....	
Sub. 6, Li. 2	8	Li.	3	Asp. (10)		0.921	11,265	....	.....	.....	5332B
Li	2	Li.	3	Asp. (10)		0.672	8,930				
Sub	6	Li.	3	Sc., water	HO (11) Glu.	0.771	12,000	.....	.....	.....	5332
Sub. 6, Li. 2	8	Li.	3	Asp. (10)		0.934	13,530	.....	.....	.....	5332A
.....	....	FCon.(a)	Av.6	(10)	.....	0.975	14,910	.....	.....	.....	5332B
S Con (d) (10)	6	Br. (18)	4			2.294	26,290	.....	.....	.....	
Grv	6	Li.	3	Asp.(7) HO. (7)		0.881	13,080	.....	.....	Oiled	5333
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	5334
S Con. (16, 22)	5	.....	....	.....	.....	0.903	15,850	.....	.....	.....	5334A
Grv. Con. (d)	5	Br. (23)	4	(1, 11, 14, 20)		1.960	30,120	.....	.....	.....	5335
Sub	6	Sst.	3	Sc., water	HO. (3)	0.835	19,730	.....	.....	Oiled	
Sub	6	App. St.	3	Asp. (10)		0.726	12,168	....	.....	Oiled	5336
App. St	3	App. St.	3	Asp. (10)		0.759	11,855				
Sub	6	App. St.	3	Sc., water	HO. (3, 10)	0.757	10,745	.....	.....	.....	5337
Sub	6	Sst.	3	Asp. (10)	HO. (10)	0.960	13,930	.....	.....	.....	5338
Lo. St	4½	Li.	3	Sc., water		0.833	13,405	.....	.....	Oiled	5338A
Lo. St	4½	Tr.	3	Asp. (11)		1.103	16,935	.....	.....	.....	
Sub	6	App. St.	3	Asp. (10)	HO (10)	0.931	14,170	.....	.....	.....	
App. St	4½	App. St.	3	Sc., water		0.830	13,220	.....	.....	.....	5338
App. St	4½	App. St.	3	Asp. (11)		1.103	15,830	.....	.....	.....	5338A

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5339	Broome	1.05	.....	$23,210 76	$22,212 72	9/17/12	100	12/16/13	1.05	‡16	26	9,866
5340	Dela.	6.84	.....	118,567 82	118,567 82	6/30/14	100	1/ 9/17	6.84	14	24	56,182
5341	Allegany	6.80	.....	69,582 67	69,582 67	10/ 3/12	100	8/26/14	6.80	16	32	63,893
5342	Steuben	0.55	.....	29,171 00	26,444 95	9/17/12	100	12/ 4/13	†0.55	20	26-46	6,533
5343	Scho.	2.65	.....	135,326 55	125,447 12	9/17/12	100	12/24/13	12.09	14-34	24-36	111,984
5343	Dela.	9.42										
5344	Jeffers.	1.97	.....	62,993 97	42,786 47	9/28/12	100	8/22/14	1.70	16-48	20-4[illegible]	20,744
									0 27	16	2[illegible]	7,258
5345	Oneida	5.86	.....	71,589 76	71,589 76	2/ 7/14	100	3/ 1/15	5.86	13-16	26	54,947
5346	Oneida	6.11	.....	67,552 38	65,831 72	9/17/12	100	9/ 4/14	6.11	16-24	26-36	61,162
5347	Colum.	4.85	.....	45,477 01	45,477 01	9/18/12	100	9/23/13	4.85	16	26	45,492
									0.14	28-38	40	3,044
*5348	Steuben	.....	.....	128,881 84	117,518 79	9/25/12	100	4/30/14	4.83	16-24	26-27	48,339
									3.78	16	26	35,566
5348A	Steuben	.....	.....	10,745 30	10,745 30	5/15/14	100	2/ 3/16	1.22	14	26	10,018
5348B	Steuben	.....	.....	73,475 48	73,475 48	5/19/14	100	2/27/15	2.57	14	26	21,171
									4.04	14	26	33,189
									0.14	28-38	40	3,044
5348	Steuben								4.83	16-24	26-27	48,339
5348A	Steuben	12.80	.....	213,102 62	201,739 57	.....	....	.....	1.22	14	26	10,018
5348B	Steuben								2.57	14	26	21,171
									4.04	14	26	33,189
									0.51	16-32	28-44	6,803
*5349	Steuben	.....	.....	62,059 89	58,682 20	9/17/12	100	4/30/14	2.11	14-16	24-26	23,084
									0.46	14	26	3,731
5349A	Steuben	.....	.....	20,277 12	20,277 12	5/15/14	100	10/13/14	0.46	14	26	3,709
									1.68	14	26	13,882
									0.51	16-32	28-44	6,803
5349	Steuben	5.26	.....	82,337 01	78,959 32	.....	....	.....	2.61	14-16	24-26	23,084
5349A	Steuben								0.46	14	26	3,709
									1.68	14	26	13,882
5350	Steuben	1.89	.....	77,702 23	41,510 37	10/16/14	100	12/ 3/15	1.74	16-61	16-62	32,900
									0.15	16-20	26-30	1,400
5351	Steuben	1.50	.....	12,333 38	12,333 38	9/19/12	100	5/12/14	1.50	16	20-28	14,120
*5352	Steuben	.....	.....	142,728 44	142,728 44	10/ 4/12	100	11/ 4/14	4.52	14	26	37,126
									1.21	14	26	9,967
5352A	Steuben	.....	.....	43,650 13	43,650 13	5/19/14	100	11/10/14	1.21	14	26	9,967
									3.73	14	26	30,610
5352B	Steuben	.....	.....	3,310 77	3,310 77	8/18/14	100	12/ 8/14	0.91	14	24	7,457
5352	Steuben								4.52	14	26	37,126
5352A	Steuben	10.37	.....	189,689 34	189,689 34	.....	....	.....	0.91	14	24	7,457
5352B	Steuben								1.21	14	26	9,967
									3.73	14	26	31,610
5353	Steuben	0.23	.....	5,021 86	5,021 86	9/19/12	100	11/19/13	0.13	25	32	1,232
									0.10	16	26	896
5354	Renss.	5.11	.....	66,165 79	66,165 79	9/20/12	100	11/11/15	2.70	16	26	25,333
									2.41	16	26	22,613
5355	West.	2.43	.....	73,150 67	60,470 76	5/15/14	100	8/20/15	2.43	20	25-34	28,500
5356	West.	2.23	.....	92,074 86	50,161 62	6/29/14	100	2/28/16	0.53	27-29	27-29	8,688
									1.70	25-34	25-34	26,676
5357	West.	0.95	.....	31,262 42	11,386 70	9/20/12	100	10/15/13	0.95	21	30	11,700
*5358	West.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5359	West.	6.48	.....	106,359 79	74,350 31	9/17/12	100	12/30/13	6.48	16-20	28-34	72,760
5360	West.	5.04	.....	58,991 23	58,991 23	9/17/12	100	10/15/13	5.04	16	26	47,289
5361	West.	0.83	.....	27,700 00	22,900 00	3/11/14	100	.....	0.68	20	30	8,000
									0.15	20	30	1,780
5362	West.	0.25	.....	6,426 06	6,426 06	3/20/14	100	8/25/15	0.25	16	30	2,348
5363	West.	0.94	.....	36,237 35	36,237 35	8/19/14	100	9/15/15	0.79	16	26	7,442
									0.15	16	26	1,353
*5364	West.	.....	.....	18,858 00	18,858 00	9/20/12	100	11/23/15	1.68	16	27-28	15,814
5364A	West.	1.68	.....	25,246 61	25,246 61	10/20/14	100	2/29/16	0.32	16	26	3,037
									1.36	16	26	12,870
									0.86	16	35	8,044
5365	Onon.	6.87	.....	105,894 90	105,894 90	9/17/12	100	11/12/13	2.83	16	30	26,582
									3.18	16	30	29,867
5366	Greene	1.26	.....	15,146 15	15,146 15	9/17/12	100	11/26/13	1.26	16	26-32	11,810

* See Appendix B, list by counties. †Changed from original plans. ‡ City of Binghamton paved additional widths.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			HIGHWAY NO.
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′-26′ highway	Year resurfaced	Miles	Type	
Grv.Con. (h)(8)	5	Br. (20)	4			1.975	21,810				5339
Sub	8	Fld. Qst.	3	T. (17)		0.922	18,840				5340
Grv.Con(d)(16)	5				Li. T.(16, 17)	0.676	9,889			Oiled	5341
Grv.Con(d)(13)	5	Br. (14)	4			1.956	36,850				5342
Sub	6	App. St.	3	Asp.(1)Ber. (1)		0.775	11,455			Oiled	5343
Sub	9	App. St.	3	Asp. (1)		1.223	20,465				5344
S Con. (11)	5	Br. (31)	4			2.494	32,395				
Sub.6, App.St.3	9	App. St.	3	Sc., water		0.915	12,260			Oiled	5345
Sub	6	App. St.	3	Sc., water	HO. (10)	0.681	10,180			Oiled	5346
Sub	6	Li.	3	Sc., water	HO. (10)	0.620	9,320			Oiled	5347
S Con. (17)	5	Br. (10)	4			1.977	22,920				
Sub.6, SCon(17)	5			T. (17)		1.319	16,740	1915	4.28	Bit. Mac.	*5348
Sub	6					0.417	8,270	1916	0.30	Amiesite.	
		Sl.	3	Asp. (11)		0.723	10,515				5348A
		App. St.	2½	Li.; Sc., water		0.635				Oiled	5348B
Sub	6	App. St.	2½	Li.; Sc., water		0.958	15,490				
S Con. (17)	5	Br.	4			1.977	24,100				
Sub.6, SCon(17)	5				T. (17) Grv.	1.319	17,920				5348
Sub	6	Sl.	3	Asp. (11)		1.140	16,240				5348A
Sub	6	App. St.	2½	Li.; Sc., water		1.052	15,415				5348B
Sub	6	App. St.	2½	Li.; Sc., water		0.958	14,530				
Grv.Con(d)(16)	5	Br. (10)	4			1.932	24,420				
Sub	6	App. St.	3	Asp. (10)		1.144	17,020				*5349
Sub	6					0.380	10,790				
		App. St.	3	Asp. (10)		0.531	8,610				5349A
Sub	6	App. St.	3	Asp. (10)		0.814	11,270				
S Con. (16)	5	Br.	4			1.932	23,390				
Sub	6	App. St.	3	Asp. (10)		1.144	15,990				5349
Sub	6	App. St.	3	Asp. (10)		0.911	13,800				5349A
Sub	6	App. St.	3	Asp. (10)		0.814	12,890				
Grv.Con. (d)(8)	5	Br. (10)	4			1.870	25,341				5350
Grv.Con. (d)(8)	5	Grv.	1½	T. (17)		0.920	16,310				
Sub	6	Grv.	3	Sc., water		0.556	8,100	1917	1.50	2½″ Bit. Mac.	5351
Sub	6	Sst.	3	Asp. (10)		1.084	25,065				*5352
Sub	6					0.358	18,250				
		Sl. Li.	2	Sc., water	Glu.	0.420	8,150				5352A
Sub	6	Sl. Li.	2	Sc., water	Glu.	0.697	10,660				
Grv	6					0.332	3,789			Oiled	5352B
Sub	6	Sst.	3	Asp. (10)		1.084	21,625				5352
Grv	6					0.332	14,570				5352A
Sub	6	Sl. Li.	2	Sc., water	Glu.	0.787	18,840				5352B
Sub	6	Sl. Li.	2	Sc., water	Glu.	0.697	17,930				
S Con. (?)	5	Br. (?)	4			1.700	25,010				5353
Sub	6	App. St.	3	Asp. (?)	HO. (?)	1.049	18,900	1915	0.10	Bit. Mac.	
Li	3	Qrz	3	Asp. (10)		0.932	21,003			Oiled	5354
Sub	6	Li.	3	Asp. (10)		0.873	20,447				
S Con. (d) (1, 2)	5	Br. (29, 31)	4			2.090	25,010				5355
Old Mac		Asp. Blk.	2			1.550	20,450				5356
S Con.(3, 10, 22)	5	Br. (2, 25)	4			2.241	26,940				
S Con.(3, 10, 15)	4	Asp. Blk.	2			2.100	26,593				5357
											*5358
		H Con.	6	(3, 22)		1.230	14,005				5359
Sub	6	App. St.	3	Asp. (1)		0.709	11,705			Oiled	5360
Grv.Con(d)(11)	4	Asp. Blk.	4								5361
Grv.Con(d)(11)	4	Br. (17)	4								
S Con. (d) (1)	5	Asp Blk.	2			2.035	25,570				5362
S Con. (d) (3)	5	Br. (29)	4			2.073	38,000				5363
S Con. (d) (3)	8	Br. (29)	4			2.424	41,295				
Grv	3	Grv.	3	Water	HO.(10)Glu.	0.692	11,220				*5364
S Con. (d) (2)	5	Asp. Blk.	2			1.940	23,166				5364A
		F Con. (2)	5			0.848	12,915				
		HCon.(2,5)	4½		T. (17), Sc.	1.015	14,430				
Sub	6	App. St.	3	Ber. (1)		0.975	14,050	1916	0.60	3½″ Brick	5365
Sub	†9	App. St.	3	Ber. (1)		1.182	15,995				
Sst	3	Sst.	3	Asp. (10)		0.863	11,870				5366

APPENDIX A — STATE HIGHWAYS JANUARY 1

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5367	Greene.	5.92	.....	$74,922 33	$74,922 33	9/17/12	100	12/18/13	3.58	16	26	33,576
									2.34	16	26	22,028
†5368	Greene..	3.92	.....	45,757 67	45,757 67	9/18/12	100	9/23/13	3.92	16	26	36,761
5369	Greene..	2.21	.....	.....	.....	3/11/14	100	10/11/14	2.21	16	26	20,765
5370	Greene..	2.70	.....	30,990 81	30,990 81	9/17/12	100	12/28/13	2.70	34	26	25,350
5371	West....	0.95	.....	35,807 57	18,342 67	3/12/14	100	3/18/15	0.95	24–31	24–34	18,453
5372	West....	0.73	.....	36,270 28	11,804 52	9/23/12	100	10/15/13	0.73	27–31	36–40	12,827
5373	West....	2.85	.....	77,377 57	44,763 74	9/23/12	100	10/ 2/13	2.85	20	32	33,540
5374	West....	0.20	.....	5,750 31	2,963 35	9/23/12	100	10/15/13	0.20	20	30	2,300
†5375	West....	1.34	.....	29,744 95	17,669 97	9/20/12	100	10/15/13	1.34	20	30–39	15,747
5376	West....	1.29	.....	72,554 00	14,556 86	9/17/12	100	10/30/13	1.29	31–35	35–40	24,829
5377	Broome.	1.67	.....	38,187 96	38,187 96	9/17/12	100	11/26/13	†0.18	16	28	1,625
									1.49	16	26	13,980
5378	Wayne..	4.53	.....	49,867 79	49,867 79	9/17/12	100	12/ 3/13	4.53	16	30	42,565
5379	Tomp...	3.22	.....	49,763 17	49,763 17	9/17/12	100	5/26/14	3.22	14	26	26,444
†5380	Madison.	2.45	.....	39,020 41	39,020 41	9/23/12	100	11/12/13	2.45	16	30	23,022
5381	Niagara.	0.09	.....	3,923 23	3,923 23	9/17/12	100	11/13/13	0.09	16–24	16–40	1,106
									0.09	16	36	916
5382	Oswego..	10.85	.....	166,298 32	141,158 09	9/19/12	100	12/29/13	9.63	14,16	26–30	79,363
									0.23	16	.....	2,154
									0.90	21–40	21–40	15,838
*5383	Dela....	.....	.....	8,734 82	8,734 82	9/17/12	100	.....	.....	.....	.....	.....
5383A	Dela....	.....	.....	134,619 40	134,619 40	5/25/14	100	3/20/17	7.23	14	24	59,375
5383	Dela....	7.23	.....	143,354 22	143,354 22	.....	....	.....	7.23	14	26	59,375
5383A	Dela....											
5384	Dela....	6.13	.....	78,592 89	78,592 89	9/17/12	100	12/ 4/13	6.13	14–16	24–26	51,618
5385	Oneida..	1.06	.....	37,869 12	24,837 16	2/18/14	100	10/ 4/14	0.26	16	28	2,466
									0.80	24, 16	24, 28	11,219
									0.45	16	26–30	4,292
5386	Ontario.	0.91	.....	24,499 59	24,499 59	9/ 2/13	100	9/24/14	0.44	16	32	3,952
									0.02	16	32–38	698
5387	Putnam.	2.38	.....	31,883 87	31,883 87	7/31/13	100	8/22/14	2.38	16	28	22,348
									0.61	16	20-24	5,691
5388	Rock....	2.15	.....	.....	.....	2/20/14	100	1/10/16	1.54	16	28	14,490
5389	Rock....	1.56	.....	36,812 05	36,812 05	9/ 2/14	100	9/11/16	1.56	16	26, 30	15,060
5390	Broome.	0.83	.....	15,382 76	15,382 76	2/10/14	100	8/12/14	0.83	16	16	7,804
5391	Chen....	0.40	.....	13,946 92	11,464 01	8/21/13	100	3/ 3/14	0.40	16–30	30–42	5,044
5392	Chem...	0.76	.....	35,957 93	17,772 62	10/ 2/13	100	1/ 9/15	0.76	16–38	30–38	13,923
5393	Renss...	0.52	.....	41,023 48	13,599 62	9/ 8/13	100	1/19/15	0.52	36	36	11,410
									0.82	16	30	7,722
5394	Fulton..	1.54	.....	57,327 65	20,735 78	9/30/13	100	1/25/15	0.72	30	30	11,977
									.....	.....	.....	1,118
5395	Oneida..	0.38	.....	11,756 45	11,756 45	8/25/13	100	12/30/13	0.38	16	32	3,695
5396	Onon...	0.69	.....	25,797 37	18,207 45	5/15/14	100	11/30/14	0.69	24	33	9,650
5397	Ontario.	1.74	.....	40,057 93	29,065 90	8/22/13	100	10/ 4/14	1.09	16	30	10,222
									0.65	16–50	40–50	10,095
5398	Livings..	4.40	.....	94,868 12	51,967 99	8/27/14	100	1/ 9/15	3.30	16	32	30,992
									1.10	30–50	30–50	24,641
5399	Genesee.	1.97	.....	121,975 28	42,525 93	9/30/13	100	12/20/14	1.97	30–45	30–45	52,861
5400	Wyom..	8.89	.....	177,782 33	153,176 22	9/29/13	100	4/24/15	3.08	16–68	32–68	39,193
									5.81	16	32	54,470
5400A	Wyom..	0.48	.....	7,369 42	7,369 42	9/ 2/14	100	1/21/15	0.48	16	32	4,522
5401	Steuben.	0.85	.....	44,017 11	19,291 43	8/26/13	100	9/28/14	0.85	16–36	28–36	16,188
*5402	Jeffers..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5403	Jeffers..	1.17	.....	29,080 02	17,803 59	9/ 2/13	100	10/18/14	1.17	16–43	28–43	17,440
5404	Wash...	1.75	.....	77,684 89	48,537 44	9/ 5/13	100	10/29/14	1.75	20–36	20–71	26,760
*5405	Cattarau	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5406	Oneida..	3.94	.....	40,123 90	40,123 90	2/18/14	100	11/18/14	3.94	16	26	36,953
5407	Erie....	5.87	.....	152,406 31	152,406 31	2/19/14	100	9/ 1/15	5.87	16	32	55,496
5408	Oswego..	0.36	.....	22,254 02	9,197 06	7/18/16	100	7/27/17	0.36	Av. 17	34	3,591
										Av. 17	34	3,590
5409	Greene..	0.23	.....	15,327 79	5,797 20	10/ 1/13	100	9/15/14	0.23	37–73	37–73	6,348
5410	Wyom..	3.88	.....	43,433 07	43,433 07	4/16/15	100	1/19/16	3.88	16	28–32	36,420
†5411	Herk....	0.09	.....	5,806 12	5,806 12	10/20/14	100	1/ 8/16	0.09	32	32	.....

*See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-26' highway	Year resurfaced	Miles	Type	Highway No.
Sub	6	Sst	3	Asp. (10)		0.807	12,690	1917	2.69	F Con	5367
Tr	4	Tr	3	Asp. (10)		0.798	12,600				
Li	3	Li	3	Li.Sc., HO.(10)		0 878	11,730	1917	3.92	F Con	5368
Li	4	Li	3	Asp. (7)							5369
Sub	6	Li	3	Sc., water	HO. (10)	0.598	11,480				5370
S Con.(d)(7, 10)	6	Dol	2	Asp. (1), MM-2		1.395	20, 545				5371
S Con.(d)(3, 19)	5	Bitu	2			2.335	28,430				5372
S Con. (d)	4	Asp. Blk	2	(3, 15, 24)		2.100	21,540				5373
S Con. (d) (19)	5	Bitu	2			2.230	23,510				5374
Old Mac	5	Asp. Blk	2			1.688	18,110				5375
S Con. (d) (10)	5	Br. (25)	4			2.265	32,990				5376
Sub	6	Li	3	Asp. (10)		0.865	13,580				5377
Grv.Con. (h)(8)	5	Br. (20)	4			1.977	24,018				
App St	4	App. St	2	Asp. (4)	HO (4)	0.909	10,685				5378
Sub	6	App. St	3	Sc., water	HO (10)	0.754	16,330			Oiled	5379
Grv	5	H Con.(16)	4½		Tarvia	1.260	15,700			Oiled	5380
Grv. Con.(h)	5	Br	4			2.527	44,730				5381
S Con. (d) (5)	5	Med. Blk				2.924	32,510				
		H Con.(5)	4½		Sc., T. (17)	0.848	13,020				5382
Old Mac		App. St	2	Asp. (10)		0.609					
S Con. (d) (5)	5	Br. (1)	4			1.974	23,600				
											*5383
Fld	8	App. St	3	T (17)		0.850	20,040				5383A
Fld	8	Lo. St	3	T (17)		0.855	21,475				5383
											5383A
Sub	6	Sst	3	Asp. (1)		0.757	13,850			Oiled	5384
App. St	3	App. St	3	Asp. (7)		0.927	14,950				5385
S Con. (d) (14)	5	Bitu	2			2.225	27,140				
Li	4	Li	2	HO(3)	Glu	0.772	17,026				
Grv.5"SCon.(d)	5	Br. (14)	4	(13)		2.400	32,446				5386
Grv.5"SCon.(d)	5	Med. Blk	4	(13)		3.330	40,860				
Sub	6	App. St	3	Asp. (1)		0.764	13,150				5387
Old Mac., Mtr.	1	Asp. Blk	2			1.456					
S Con.(d)(2, 11) 5" Mtr. ½"	5½	Asp. Blk	2			1.928					5388
Sub. 8" Tr. 2"	10	Tr	3	Asp. (10)		1.106	23,980				5389
Old Mac		Br. (14, 22)	4			1.709	18,720				5390
Grv.Con. (d)(5)	5	Br	4			2.050	27,590				5391
Grv. Con. (d)	5	Br. (10)	4	(10, 13)		1.930	28,740				5392
Grv.Con(d)(10)	5	Br. (1)	4			2.420	49,130				5393
		S Con. (d) (10)	7			0.833	15,845				
S Con. (d) (10)	6	Bitu	2			2.294	27,455				5394
S Con. (d) (10)	5	Wd. Blk	3			3.294					
S Con. (d) (9, 11, 22)	5	Grv	2	MM. Asp. (7)		2.010	27,870				5395
Grv.Con. (d)(5)	5	Br. (1, 18)	4			2.158	26,020				5396
Sub	7	App. St	3	Asp. (10)		0.963	13,325			Oiled	5397
S Con. (d) (17)	5	Br. (10)	4			2.080	23,776				
Grv	4	App. St	3	Sc., water		0.435	11,464			Oiled	5398
Sc.Grv.Con.(d)	5	Br. (27)	4	(1)		2.080	26,788				
Sc.Grv.Con.(d)	6	Br. (15)	4	(1)		1.820	27,831				5399
Sc.Grv.Con.(d)	5	Br. (32)	4	(17)		2.240	26,200				5400
App. St	4	App. St	3	Asp (7)		0.853	13,180			Oiled	
Li	4	Li	3	Asp. (7)		0 903	25,290				5400A
GrvCon.(d)(17)	5	Br. (10)	4			2.070	30,850				5401
											*5402
Sub	6	App. St	3	Asp. (10)		1.005	15,720			Oiled	5403
Sc.Grv. Con.(d)	5	Br. (26)	4	(9)		2.310	30,070				5404
											*5405
Sub	6	Li	3	Sc., water		0.582	10,190			Oiled	5406
S Con.(d)(16, 6)	5	Br. (3)	4			2 057	24,840				5407
S Con. (10)	4	Br. (3)				2.150	38,120				5408
S Con. (10)	6	F Con. (10)				1.933	35,085				
S Con. (d) (1)	5	Br. (30)	4			1.900	29,350				5409
Li	5	Li	3	Sc., water	CaCl	0.723	11,050				5410
		Grading									†5411

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5412	Broome	0.28	.....	$12,339 53	$7,356 07	5/27/15	100	1/19/16	0.28	16, 35†	30, 38	4,243
5413	Broome	0.82	.....	20,186 36	20,186 36	2/11/14	100	9/21/14	0.82	16	28	7,672
									.....	6	.....	1,542
5414	Chen....	9.64	.....	158,630 90	134,112 01	2/10/14	100	12/ 4/14	8.92	16-32	26-34	85,564
									0.72	28-34	30-34	13,880
5415	Oswego..	5.79	.....	89,013 36	89,013 36	2/ 6/14	100	7/12/16	5.79	16	30	54,494
5416	Niagara	7.80	.....	101,762 07	101,762 07	2/10/14	100	10/ 5/15	7.80	16	32-44	73,217
									0.09	16-42	20-42	1,407
† 5417	Niagara	5.46	.....	104,599 17	104,599 17	2/10/14	100	1/27/16	4.90	16	32-44	45,990
									0.28	16, 18	22, 32	2,812
									0.19	16	32	1,778
5418	Cattarau	4.41	.....	68,684 76	68,684 76	3/14/14	100	12/10/15	4.41	16, 19	28-32	41,544
5419	Allegany	1.51	.....	45,480 96	37,703 88	2/10/14	100	1/ 8/15	1.51	16, 36	32, 36	17,132
5420	Tioga...	1.63	.....	44,581 95	39,503 47	2/10/14	100	11/18/14	1.63	16-30	30-44	18,763
5421	Orleans..	2.40	.....	66,055 53	56,485 23	2/13/14	100	3/ 4/15	0.82	16	32	7,680
									1.58	16-70	32-70	18,751
5422	Orleans..	3.43	.....	58,228 04	58,228 04	2/13/14	100	10/19/14	1.01	16	32	9,492
									2.42	16	28-32	23,004
5423	Orleans..	6.02	.....	83,779 96	83,779 96	2/10/14	100	11/28/14	6.02	16	32-44	56,267
5424	Cortland	5.96	.....	62,578 40	62,578 40	2/17/14	100	12/ 3/15	5.96	†12	24	42,133
5425	Monroe.	3.25				1/30/14	100	12/ 2/14	3.25	16	32	31,800
5426	Jeffers..	1.81	.....	28,346 21	28,346 21	2/19/14	100	11/10/14	1.68	16	32	15,750
									0.13	16	32	1,227
5427	Jeffers..	5.76	.....	68,035 74	68,035 74	2/18/14	100	10/ 6/14	5.76	14	26-28	47,290
									0.76	16	28	7,088
5428	Rock....	1.00	.....	18,884 86	18,884 86	8/25/15	100	3/ 8/16	0.20	16	28	1,867
									0.04	16	28	356
5429	Tioga...	0.67	.....	14,195 53	14,195 53	3/ 4/14	100	12/14/14	0.67	16	28	6,256
5430	Cattarau	3.88	.....	65,709 52	65,709 52	2/18/14	100	11/ 4/14	3.88	16	26-32	36,492
5431	Niagara.	5.92	.....	73,331 50	73,331 50	2/ 9/14	100	11/30/14	5.92	16	44	55,600
5432	Chem...	.....	.....	44,055 16	44,055 16	5/15/14	100	.....	.....	16	26-30	15,070
5432	Schuyler									16	26	14,220
5432A	Chem...	.....	8.98	120,400 00	120,400 00	6/ 9/15	67	.....	.....	16	26-30	15,070
5432A	Schuyler									16	26	69,195
5432	Chem &		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5432A	Schuyler.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5433	Erie....	0.88	.....	45,702 71	19,083 32	3/ 4/14	100	11/ 9/14	0.88	30-46	30-46	17,419
5434	Chautau.	4.43	.....	102,290 86	102,290 86	5/20/14	100	2/ 1/16	2.42	16	32	22,718
									2.01	16	30-32	19,006
5434A	Chaut...	0.05	.....	7,313 22	7,313 22	11/ 2/16	100	1/ 2/18	0 05	16-20	28	584
5435	Monroe.	0.92	.....	27,080 35	22,220 61	7/29/14	100	1/ 8/15	0.92	16-20	30	10,845
5436	Cortland	4.71	.....	66,477 43	58,451 82	3/ 4/14	100	1/ 8/15	4.60	14-45	22-46	40,051
									0.11	38-49	40-51	2,384
5437	Ontario..	3.72	.....	40,598 57	40,598 57	3/11/14	100	11/13/14	3.72	16	32	34,895
5438	Putnam.	1.64	.....	22,075 77	22,075 77	3/ 6/14	100	9/18/14	1.64	16	26	15,555
5439	St. Law.	3.64	.....	39,521 63	39,521 63	3/ 4/14	100	12/14/14	2.46	14-16	28	20,406
									1.18	14	28	9,684
5440	Broome.	0.41	.....	20,886 11	6,437 26	5/24/15	100	1/18/16	0.41	†30, 32	†30, 32	7,933
5441	Herk....	1.26	.....	19,590 58	19,590 58	3/ 5/14	100	1/28/15	1.26	16	32	11,782
5442	Oneida..	3.47	.....	35,018 60	35,018 60	3/ 6/14	100	11/ 9/14	3.47	16	28	32,580
5443	Dela....	14.42	.....	152,257 17	152,257 17	3/11/14	100	10/28/15	9.44	14	26	80,243
									4.98	14	26	38,208
5444	Scho....	5.58	.....	60,763 89	60,763 89	3/12/14	100	10/19/15	5.58	16	26	52,632
5445	Otsego..	7.78	.....	99,700 36	99,700 36	10/21/14	100	11/14/16	7.78	14, 16	24, 26	64,397
5446	Seneca..	6.50	.....	93,955 94	88,279 61	3/18/14	100	12/31/14	0.70	24, 36	36	11,364
									5.80	24-14	36-30	47,650
5447	Madison	3.35	.....	41,649 04	41,649 04	5/ 6/14	100	12/ 8/14	2.88	16½	30	28,020
									0.47	16	30	4,444
5448	Orleans..	1.84	.....	71,204 02	41,638 31	5/ 3/14	100	2/19/15	1.84	16-30	32-40	28,542
5449	Wayne..	2.29	.....	26,224 46	26,224 46	7/ 7/14	100	8/10/15	2.29	14	30	18,782
5450	Dela....	6.09	.....	70,866 96	70,866 96	5/ 2/14	100	11/21/14	6.09	16	24	50,058
5451	Wayne..	5.94	.....	65,819 75	65,819 75	7/ 9/14	100	9/ 8/15	5.94	14	28-38	48,762
*5452	Chatau..	3.52	.....	78,822 08	64,681 33	6/10/15	100	12/ 8/15	2.74	16-24	28-36	26,538
									0.78	16-40	28-40	12,543
5453	Erie....	4.52	.....	69,600 69	69,600 69	5/ 2/14	100	2/25/15	3.61	16	32	34,565
									0.91	16	32	8,831
5454	Chen....	0.20	.....	3,793 31	3,793 31	5/26/14	100	9/18/14	0.20	16	32	1,902

† Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Grv.Con.(d)(8)	5	Br. (3)	4			1.856	29,150				5412
Grv. Con.(d)(8)	5	Br. (14)	4			2.080	23,843				5413
Shoulders		App. St.	3	Sc., water		0.375					
Sub. 8, Sst. 2	10	Sst	3	Sc., water		0.916	13,020			Oiled	5414
S Con. (d) (8)	5	Br. (14)	4			2.147	24,570				
		F Con. (1)	6¾-P	†		0.858	14,890				5415
		F Con. (10)	5			1.080	12,830				5416
		F Con (10)	6			1.025	16,610				
		F Con (10)	6¾-P			1.025	16,610				†5417
S Con (d) (10)	5	Br. (9)	4			2.061	26,340				
Li	3	Li	3	Sc., water		0.584	12,470				
		F Con. (11)	6¾-P			0.917	14,780				5418
Grv.Con. (d)(6)	5	Br. (1)	4			1.910	23,580				5419
Grv.Con(d)(17)	4	Br. (10)	4			1.770	23,260				5420
		F Con. (17)	8			1.320	18,440				5421
S Con. (d) (17)	5	Br. (20)	4			2.120	25,987				
S Con. (15)	5	Br. (20)	4			2.170	25,940				5422
		F Con. (15)	6			0.966	13,310				
		F Con. (10)	6			1.136	13,420				5423
Sst	5	Sst	3	Sc., water		0.796	12,430			Oiled	5424
		F Con. (10)	6								5425
		F Con(a)(16	5			1.100	15,370				5426
Li	3	Li	3	Sc., water		0.670	11,43[illegible]				
Sub. 7, Li. 2	9	Grn	3	Sc., water		0.889	13,225			Oiled	5427
Li	5	Li	3	Asp. (2)		1.129	15,384				
S Con. (d) (11)	5	Br. (18)	4			3.049	33,406				5428
Sub. 8, Li. 2	10	Li	3	Asp. (2)		1.158	15,657				
Grv. 5, Grv. 4	9	Grv	3	Sc., water	T. (17)	0.929	24,720			Oiled	5429
		F Con. (2)	6			1.010	16,580				5430
		F Con. (14)	6			0.996	20,030				5431
Grv.Con(d)(15)	5					0.808					5432
Sub	9					0.488					
		Li	1½	T. ( )		0.438					5432A
Sub	6	Li	3	Sc., water		0.991					
											5432
											5432A
S Con. (14)	5	Br. (22)	4			1.939	30,480				5433
		F Con. ( )	7-P			1.150	17,369				5434
S Con. (16)	5	Br. (15)	4			2.068	26,975				
S Con. (20)	5	Br. (15)	4			2.361	3[illegible],290				5434A
ScGrvCon(d)(6)	5	Br. (14)	4			2.030	24,300				5435
Sub. 6, Li. 3	9	Li	3	Sc., water		0.949	13,715			Oiled	5436
S Con. (d) (5)	5	Br. (10)	4			2.072	24,257				
Li	5	Li	3	Sc., water	CO. (10)	0.793	10,910			Oiled	5437
		F Con. (10)	5–7			1.260	13,400				5438
App. St	3	App. St	3	Asp. (7)		0.903	10,780				5439
App. St	5	App. St	3	Asp. (7)		1.069	12,330				
Grv. Con.(d)(8)	5	Br. (14)	4			1.680	20,610				5440
Sub	6	Li. Grn.	3	Asp. (7)		1.099	15,220				5441
Sub	6	Li	3	Sc., water		0.654	9,950			Oiled	5442
Fld	8	Lo. St.	3	Asp. (10)		0.829	11,480			Oiled	5443
Fld	8	Li	3	Sc., water		0.836	11,550				
Li	4½	Li	3	Sc., water		0.721	10,830				5444
S Con. (d) (8)	5	Li	1	T. (17)		0.941	14,070				5445
		F Con (1)	6			1.100	14,260				5446
Sst	3	Li	3	Asp. (10)		0.969	13,030				
		F Con. (17)	6			0.925	12,24[illegible]				5447
Sub	6	App. St	3	Sc., water		0.670	9,950			Oiled	
S Con. (d) (17)	5	Br. (1)	4			1.850	26,786				5448
		H Con. (6)	6			1.060	12,625				5449
Fld	8	Lo. St.	3	T. (17)		0.831	12,830				5450
		H Con (17)	6		T. (17)	0.833	10,590				5451
		F Con (16)	6–7			0.983	15,315				*5452
Grv Con (9)(16)	5–6	Br. (9)	4			2.117	25,955				
		F Con (13)	6			1.058	12,95[illegible]				5453
S Con. (13)	6	Br. (4, 9)	4			2.047	22,225				
Sub	8	Li	3	Asp. (11)		1.218	18,625				5454

APPENDIX A — STATE HIGHWAYS JANUARY 1,

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Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5455	Dela....	5.39	.....	$87,923 81	$87,923 81	4/ 2/14	100	7/31/15	7.65	14	14	63,162
5455	Otsego..	2.50							0 24	14	14	1,562
5456	Dela....	6.89	.....	115,660 35	115,660 35	4/ 2/14	100	1/18/16	6.89	14-16	22-24	58,340
5457	Sullivan.	6.48	.....	92,234 44	92,234 44	4/ 3/14	100	3/10/16	6.48	16	28	60,360
5457A	Sullivan.	0.72	.....	13,366 07	13,366 07	7/16/15	100	7/ 5/16	0.72	16	30	6,782
5458	Scho....	8.91	.....	102,272 79	97,608 27	4/ 3/14	100	9/ 2/15	8.91	16-38	20-42	86,594
5459	Dela....	5.66	.....	70,414 99	70,414 99	4/14/14	100	2/ 2/15	5.66	14	21-26	46,432
5460	Dutchess	10.87	.....	125,487 17	125,487 17	4/ 2/14	100	3/10/16	1.21	14	28	9,944
									9.66	14	28	79,569
5461	Oneida..	3.43	.....	42,007 43	42,007 43	5/14/14	100	11/25/14	3.43	16	28	32,227
5462	Greene..	2.44	.....	32,388 16	32,388 16	4/ 2/14	100	11/10/14	2.44	14	26	20,050
5463	Genesee.	3.24	.....	30,748 18	30,748 18	6/ 3/14	100	12/18/14	3.24	16	32	30,404
5464	West....	4.73	.....	77,375 50	77,375 50	4/ 2/14	100	3/ 3/17	4.73	16	28	44,405
5465	Herk....	1.17										
5465	Oneida .	1.26	.....	42,654 05	42,654 05	5/15/14	100	12/ 8/14	2.20	16	28	20,636
5465	Otsego..	1.53							1.76	16	28-34	16,556
5466	Herk....	1.12	.....	96,337 17	96,337 17	4/ 2/14	100	9/ 1/15	2.41	16	28	23,272
									4.71	14	24	38,733
5467	St. Law.	1.85	.....	95,773 43	51,259 94	5/ 3/14	100	12/18/14	1.85	24-40	24-40	32,137
									1.17	14	24-26	9,626
									0.79	16-24	32-48	9,343
5468	Franklin.	4.66	.....	76,364 33	69,905 61	4/ 8/14	100	2/15/16	.....	.....	.....	3,255
									2.70	14	24-26	22,048
5469	Orleans..	8.95	.....	123,818 46	123,818 46	5/22/14	100	7/27/17	8.95	16,25	32	87,018
5470	Onon....	6.68	.....	97,436 07	97,436 07	5/14/14	100	10/ 9/15	6.69	16, 34	32, 34	62,848
5471	Tioga...	9.08	.....	79,921 42	79,921 42	5/15/14	100	7/22/15	9.08	14-16	26-28	75,906
5472	Cortland	2.11	.....	.....	.....	10/20/14	100	1/ 3/17	0.94	14	28	7,700
									1.17	14	28	9,592
5473	Ontario..	1.30	.....	61,650 70	37,324 93	7/ 8/14	100	12/20/15	0.21	16	32	2,020
									1.09	16-28	30-32	16,220
5474	Schuyler.	.....	.....	31,057 04	31,057 04	5/23/14	100	.....	.....	16	26	8,295
5474	Tomp...								.....	.....	26	.....
									0.88	16	26	8,284
5474A	Schuyler.	.....	.....	56,270 52	56,270 52	6/ 8/15	100	1/18/16				
5474A	Tomp...								6.69	16	26-33	62,814
5474	Schuyler.	1.31							0.88	16	26	8,295
5474A	Tomp...	6.26	.....	87,327 56	87,327 56	.....	....	.....				
									6.69	16	26-33	62,814
5475	Clinton	0.30	.....	17,746 12	8,167 63	7/ 8/14	100	12/12/14	0.30	30	30	5,421
5476	Allegany	4.66	.....	89,868 75	68,724 50	6/11/14	100	12/ 3/15	1.41	16-47	26-47	20,969
									3.25	16	32	30,438
5477	Onon....	0.70	.....	11,195 05	11,195 05	5/23/14	100	8/25/14	0.70	16-20	28-32	6,085
5478	Renss...	6.34	.....	79,140 87	79,140 87	5/15/14	100	11/26/15	6.34	16	22-26	59,519
5479	Renss...	6.18	.....	93,640 76	93,640 76	5/16/14	100	1/ 4/16	6.18	16	22-26	58,040
5480	Orange..	1.48	.....	52,947 83	52,947 83	6/10/14	100	9/11/16	†1.48	16	26	13,885
5481	Allegany	7.22	.....	94,602 75	94,602 75	6/10/14	100	11/13/15	7.22	16	28	67,900
5482	West....	2.17	.....	107,478 12	61,714 27	7/ 8/14	100	5/13/15	1.02	20-40	30-40	17,734
									1.15	20-40	30-40	21,034
5483	Allegany	0.76	.....	29,592 87	17,532 08	8/19/14	100	12/28/14	0.76	24	24	10,838
5484	Dutchess	2.09	.....	38,029 95	38,029 95	6/10/14	100	2/23/16	1.33	14	28	10,877
									0.76	114-18	28-30	6,632
5485	Clinton..	9.63	.....	100,999 65	100,999 65	6/11/14	100	9/30/15	9.63	14	26	79,550
5486	Oswego..	1.14	.....	47,654 60	23,520 18	6/29/14	100	12/23/14	0.54	16	32	5,028
									0.60	40	40	12,067
5487	Oswego..	1.47	.....	35,809 12	26,310 11	6/29/14	100	12/15/15	1.40	16, 25	28, 30	15,850
									0.07	25	28	1,190
5488	Suffolk..	12.89	.....	160,131 39	160,131 39	6/30/14	100	1/12/16	12.89	6, †28	28, 34	121,654
									.....	4	.....	2,932
5489	Dutchess	0 79	.....	51,480 79	21,950 34	7/18/14	100	2/ 2/15	0.79	31-36	32-36	17,237
5490	Sullivan.	1.56	.....	49,213 09	49,213 09	6/27/15	100	10/20/15	1.56	16, 57	32, 57	28,472
									0.04	14	26	311
									0.43	14	26	3,546
5491	Greene..	5.18	.....	55,689 24	55,689 24	8/18/14	100	2/ 8/16	3.61	14	26	29,668
									0.39	14	26	3,158
									0.71	14	26	5,787
5492	Madison	5.79	.....	58,804 58	58,804 58	7/ 1/14	100	9/30/15	1.53	16	28	14,300
									4.26	16	26	40,067

† Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
Fld	8	Li	3	Sc., water		0.749	13,065			Oiled	5455
Fld	8	Li	3	Asp. (10)		0.930	15,050				
Sub	8	App. St	3	Asp. (10)		0.837	18,050				5456
Sub	8	Sst	3	T. (17)		1.000	14,211				5457
Sub	8	Sst	3	Asp. (11)		0.833	18,030				5457A
Sub	8	Li	3	Sc., water		0.638	10,240				5458
Sub	8	Sst	3	Asp. (2)		0.836	13,470				5459
Sub. 8, Gn. 2	10	Gn	3	HC. T. (17)		0.920	13,680				5460
Gn	5	Gn	3	HC. T. (17)		0.892	13,420				
		F Con.(13).	6			0.977	12,185				5461
Sub. 6, Sst. 2	8	Sst	3	Asp. (10)		0.880	14,280				5462
Li	3	Li	3	Asp. (11)		0.613	9,120				5463
App. St	5	App. St	3	Asp. (10)		0.885	15,930				5464
Sub	6	Imp. St	3	Sc., water		0.669	9,455			Oiled	5465
Sub	6	Imp. St	3	Asp. (10)		0.939	11,985				
		F Con. (1).	6½P			1.000	16,280				5466
Sub	6	App. St	3	Sc., water		0.575	12,290				
S Con. (d) (17)	5	Br (31)	4			2 225	28,275				5467
Sub	6	Fld	3	Asp. (7)		1.001	13.690				
S Con.(d) (1, 3)	6	Br. (17)	4			1.900	22,125				5468
(Shoulders)		F Con. (a)	6	(1, 3)		0.683					
Fld	3	Fld	3	Asp. (7)		0.978	13.470				
		F Con. (13)	6			1.000	12,990				5469
		FCon(2,12)	6			0.992	13,600				5470
Fld	6	App. St	3	Sc., water		0.665	9,370				5471
Sub.6,App.St.3	9	App. St	2½	Asp. (11)		1.264	18,060				5472
App. St	5	App. St	2½	Asp. (11)		1.161	17,090				
S Con. (d) (5)	5	St. Bl	6			3.160	45,400				5473
S Con. (d) (5)	5	Br. (22)	4			2.060	35,077				
Grv. Con. (d)	5	(11)								Oiled	5474
(Excavation)											
					Li. Sc. LC. T. (17)	0.312				Oiled	5474A
Sub	6	Li	2½	Sc., water		0.650					
Grv. Con. (d)	5	(11)			Li. Sc. LC. T. (17)	0.882	12,920				5474
Sub	6	Li	2½	Sc., water		0.650	10,740				5474A
S Con. (d) (6)	6	Br. (26)	4			2 480	37,058				5475
S Con. (d) (1)	5	Br. (32)	4			2.112	22 55)				5476
		H Con. (Sl)	6	(1)		0 900	11,170				
Grv.	6	F Con.(14).	6			1.220	15,680				5477
Sub. 6, Qrz. 2	8	Qrz	3	Sc., water		0 707	12,500				5478
Qrz	4	Qrz	3	Asp. (10)		1.100	15,125				5479
App. St	†3	App. St	3	Asp. (11)		0.930	27,340				5480
		H Con.(15)	5			0.875	12,950			Oiled	5481
S Con. (d) (15)	5	Br.(2)(25)	4			2.284	30,400				5482
S Con. (d) (15)	5	Asp. Bl	2			2.164	29,270				
S Con. (d) (15)	5	Br. (14)	4			2.020	29,320				5483
Li	5	Li	3	Asp. (10)		0.974	18,560				5484
Sub. 8, Li. 2	10	Li	3	Asp. (10)		1.030	19,085				
Fld	6	Qrz	3	T. (17)		0.895	11,500				5485
App. St	5	App. St	3	Asp. (11)		1.204	18,330				5486
SCon.(d)(10,12)	5	Br. (20)	4			2.174	27,440				
App. St	5	Li	3	Asp. (11)		1.210	20,260				5487
S Con. (d) (17)	5	Br. (25)	4			2.310	30,060				
		F Con. (6)	6			1.010	11,110				5488
(Shoulders)		Grv	4	Water	†	0.362					
S Con. (d) (10)	5	Br. (2)	4			2.190	37,590				5489
Grv.Con(d)(15)	5	Tr	2	Asp.(11)MM.-1		1.254	19,306				5490
Sub.6,App.St.3	9	App. St	3	Sc., water		0.708	12,225				
Sub.6,App.St.4	10	App. St	3	Sc., water		0.764	12,740				
Sub.6,App.St.2	8	App. St	3	Sc., water		0.653	12,700			Oiled	5491
Sub	6	App. St	3	Sc., water		0.542	10,660				
App. St	3	App. St	3	Sc., water		0.492	10,190				
Sub	6	Li	3	Asp. (10)		0.992	12,690			Oiled	5492
Sub	6	Li	3	Sc., water		0.720	10,135			Oiled	

APPENDIX A — STATE HIGHWAYS JANUARY 1

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5493	Genesee	0.27	.....	$7,078 80	$7,078 80	6/29/14	100	11/13/14	0.27	16	32	2,653
5494	Scho....	0.70	.....	21,614 18	13,113 45	6/29/14	100	5/14/15	0.70	16, 33	26, 36	10,913
5495	Steuben	3.48	.....	38,467 52	38,467 52	7/18/14	100	1/ 5/15	3.48	14	26	28,571
5496	Schenec	0.90	.....	37,403 93	20,213 13	7/29/14	100	1/18/15	0.90	16-30	26-30	14,412
5497	St. Law	9.79	.....	114,015 57	114,015 57	6/30/14	100	1/28/16	9.79	14	28	80,422
5498	Orange	.....	4.03	360,500 00	360,500 00	7/13/15	55	.....	4.03	16	24	37,758
5499	Albany	2.38	.....	41,066 66	41,066 66	7/ 9/14	100	12/28/15	0.33 1.46 0.59	16 16 16	26 30 26	3,130 13,960 5,690
5500	Essex...	7.18	.....	97,150 43	97,150 43	7/29/14	100	7/ 5/16	7.18	14	20-24	58,979
5501	Albany	2.86	.....	37,234 06	37,234 06	7/29/14	100	12/ 3/15	2.86	14-16	14-16	21,480
5502	Allegany	12.06	.....	167,964 28	167,964 28	7/ 7/14	100	12/28/15	4.32 7.74	16 16	26 26	40,610 72,660
5503	Wayne	2.90	.....	32,028 25	32,028 25	9/ 8/14	100	2/ 8/16	2.90	14-16	30	24,175
5504	Rock....	0.39	.....	9,079 39	9,079 39	7/28/14	100	11/28/14	0.39	16	26	3,690
5505	Nassau	2.91	.....	49,510 97	49,510 97	7/31/14	100	12/ 3/15	0.51 0.72 1.68	16 16 16	30-32 23-27 22-28	4,782 6,790 16,456
5506	Broome	1.27	.....	64,472 47	31,131 95	10/ 4/14	100	1/18/16	1.27	25-32	25-32	23,089
5507	Monroe	2.14	.....	21,321 97	21,321 97	4/16/15	100	12/ 3/15	2.14	16	34-50	20,100
5508	Ulster...	6.48	.....	91,670 99	91,670 99	1/ 7/15	100	2/29/16	5.21 0.90 0.37 1.25	14 14 14 16	28 28 24 32	43,341 7,358 3,055 11,958
5509	St. Law	5.83	.....	89,172 67	89,172 67	8/18/14	100	1/ 4/16	4.56 0.02	14 14	18-28 28	37,397 156
5510	Sullivan	.....	8.18	137,500 00	137,500 00	10/ 3/14	41	.....	8.18	16	28	76,802
5510A	Sullivan	.....	0.44	9,400 00	9,400 00	11/ 4/15	33	.....	0.44	16	26	4,082
5511	Ontario	5.87	.....	82,200 00	78,000 00	9/ 3/14	100	11/25/16	5 09 0.18 0.60	16 19 19	30 32 32	47,772 2,006 6,751
5512	Rock....	.....	3.75	73,400 00	73,400 00	.....	....	.....	1.15 2.60	16 16	26 26	10,800 24,253
5513	Herk....	0.90	.....	47,244 61	12,396 58	10/17/14	100	9/22/15	9.90	26-37	26-37	15,725
5514	Hamilt	.....	6.98	137,000 00	137,000 00	10/19/14	82	.....	6 98	14	24	57,283
5515	Madison	0.81	.....	10,418 82	10,418 82	10/20/14	100	12/ 3/15	0.81	16	36	7,630
5516	Onon...	8.73	.....	156,298 73	156,298 73	10/31/14	100	3/10/17	1.23 7.50	14 14-16	30 28-30	10,099 64,602
5517	Steuben	4.27	.....	48,323 37	48,323 37	12/12/14	100	12/30/15	4.27	14	26	35,030
5518	Allegany	.....	4.75	69,900 00	69,900 00	10/20/14	95	.....	3.18 1.57	14 14	26 26	26,100 12,884
5519	Saratoga	.....	.....	.....	.....	12/14/14	100	.....	.....	.....	.....	.....
5519A	Saratoga	.....	.....	.....	.....	9/25/16	100	1/ 8/18	.....	.....	.....	.....
5519 5519A	Sara..	3.71	.....	.....	.....	.....	100	.....	3.71	16	26	35,593
†5520	Clinton	11.83	.....	111,311 64	111,311 64	11/ 2/14	100	1/12/16	11.82 0.01	14 17-15	26 26	97,013 127
5521	Oneida	5.72	.....	62,934 05	62,934 05	11/ 4/14	100	12/ 8/15	5.72	16	28	53,647
5522	Monroe	3.97	.....	40,464 79	40,464 79	11/ 4/14	100	11/26/15	3.69 0.28	16 16	32 26-32	35,506 1,778
*5523	Hamilt	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5524	Herk....	5.27	.....	53,728 46	53,728 46	11/ 4/14	100	10/26/16	5.27	16	26	49,489
5525	Cayuga	4.58	.....	65,673 10	65,673 10	1/ 6/15	100	12/23/16	4.58	14	30	37,636
5526	Oswego	4.78	.....	49,382 16	49,382 16	12/14/14	100	10/14/15	2.70 1.77 0.31	14-54 14-16 16	30-64 28-30 30	22,250 14,045 2,933
5527	Dela....	3.90	.....	48,364 44	48,364 44	1/ 7/15	100	12/30/15	3.90	14	26	32,054
5528	Warren	0.61	.....	44,810 22	14,783 71	12/11/14	100	12/28/15	0.61	36¾	40	13,698
5529	Monroe	6.06	.....	73,848 07	71,011 93	12/14/14	100	12/28/15	6.06	16-26	30-32	59,270
5530	Jeffers	0.95	.....	33,182 45	33,182 45	12/14/14	100	10/13/15	0.95	16	32	9,026
5531	Wash...	1.32	.....	50,954 36	26,854 88	12/15/14	100	12/28/15	0.69 0.63 0.38	†16-20 32-36 26 { 16 { 10	26-30 32-36 28	6,869 13,432 3,535
5532 5532	Allegany Steuben	2.58 2.67	.....	60,220 71	57,812 87	10/29/15	100	12/18/17	4.87	14	26	2,214 40,560

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16′–26′ highway	Year resurfaced	Miles	Type	Highway No.
Sc. Grv. Con. (d) (i)	5	Br. (11)	4			2.090	24,910				5493
		F Con. (a)	6	(10)		1.003	25,030				5494
Grv.Con(d)(11)	5	Grv.	1½		T. (17)	0.803	12,000				5495
S Con. (d) (10).	5	Br. (23)	4			2.140	27,120				5496
Fld.	†8	Dol.	3	Asp. (10)		0.913	11,335				5497
App. St.	3	App. St.	3	Asp. ( )		0.702	93,580				5498
		FCon(9,10)	6			1.120	20,050				
Tr.	4	App. St.	3	Asp. (10)		0.802	17,135			Oiled	5499
Tr.	4	Tr.	3	Sc., water		0.750	16,570			Oiled	
Gab. Gn.	4	Gab. Gn.	3	Sc., water		0.613	14,727			Oiled	5500
Fld. 6″, Li. 2″	8	Li.	3	Sc., water		0.909	18,215			Oiled	5501
Grv.Con.(d) (5)	5				Sc.HC.T.(17)	0.903	14,895			Oiled	5502
Sl.	4	Sl.	2½	Sc., water		0.740	13,375			Oiled	
		F Con.(10)	6			0.983	11,905				5503
Sub. 8″, Tr. 2″	10	Tr.	3	Asp. (2)		1.540	23,130				5504
Old Mac.Tr.1½	1½	Tr.	3	Asp.(10)M.M.1		1.268	15,160				
Old Mac.		Grv.	3	Asp.(10) M.M.1		1.160	14,150				5505
Grv.Con(d)(18)	4½	Tr.	2½	Asp. (10)M.M.1		1.486	17,260				
Grv. Con. (d) (8, 17)	5	Br. (10)	4			1.790	31,250				5506
Grv.	6	Li.	3	Sc., water	CaCl.	0.592	9,390				5507
Sub. 6″, Tr. 2″	8	Tr.	3	Asp. (2)		0.990	15,315				
Tr.	5	Tr.	3	Asp. (2)		0.796	13,335				5508
Sub.	6	Tr.	2	Asp. (2)		0.317	9,840				
S Con (d) (10).	6	Br. (2)	4			2.633	28,390				
Sub.	6	Gn.	3	Asp. (7)		0.889	12,015				5509
Sub.	6					0.333	7,795				
Fld.	8	Sst.	3	Asp.		0.897	16,290				5510
Sub.	8	Sst.	3	Asp. ( )		0.801	21,360				5510A
Grv.	5	Li.	3	Sc., water	T. (17), Sn.	0.663	11,770				
SCon.(d)(10,17)	6	St. Blk.	5			3.217	35,750				5511
SCon.(d)(10,17)	6	Br. (25)	4			2.217	26,360				
Fld.	6	H Con.( )	6			1.333	21,140				5512
		H Con.( )	6			1.000	18,020				
SCon. (d, h)(10)	5	Bitu.	2			2.290	33,465				5513
Sub.	6	App. St.	3	Sc., water		0.548	20,870				5514
Fld.	6	Li.	3	Asp. (11)		0.925	12,195				5515
Li.	5	Li.	3	Asp. (10)		1.001	30,310				5516
Li.	3	Li.	2½	Asp. (10)		0.773	18,170				
Grv.Con. (d)(5)	5	App. St.	1½		T. (17)	0.773	12,235				5517
Fld.	6	SCon(5,11)	6			1.258	17,190				5518
		SCon(5,11)	6			0.925	14,060				
											5519
											5519A
St.	4	St.	3	Sc. Water	T. (17)	0.648	12,050				5519
											5519A
Sub.	6	Lo. St.	3	T (17)		0.771	10,320				5520
		Lo. St.	3	T (17)		0.533	8 130				
Grv. 6″, Sst. 3″	9	Li.	3	Sc., water		0.781	10,860				5521
Grv.	5	Li.	3	Sc., water		0.549	9,635			Oiled	5522
Grv.	8	Li.	3	Sc., water		0.671	10,765				
											*5523
Sub.	6	Li.	3	Sc., water		0.537	10,110				5524
Li.	5	Li.	3	Asp. (10)		1 074	15,360				5525
Lo. St.	5	Lo.	3	Asp. (2)		0.919	11,920				
Lo. St.	3	Lo.	2½	Asp. (2)		0.703	9,980				5526
Old Mac.		Lo.	3	Asp. (2)			8,195				
Fld.	8	App. St.	3	Asp. (10)		0.817	13,355				5527
S Con. (d) (9).	5	Asp. Blk.	2			2.190	28,370				5528
		H Con.	6	(1. 10)		1.009	11,470				5529
Sc. Grv. Con. (d) (5, 11)	6	Br. (17)	4			2.330	24,400				5530
		F Con.(15)	6-P			0.858	18,095				5531
S Con. (d) (15).	†5½	Br. (32)	4			2.412	32,010				
S Con. (5, 17).	5	Br. (23)	4			1.931	21,435				
Shoulders		SCon(5,17)	6			0.694	9,785				5532
Sub.	5	Sl.	3	Asp. (2)		0.728	10,105				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5533	Renss...	2.11	.....	$30,052 89	$30,052 89	3/28/15	100	12/28/15	0.18	10	25	1,068
									1.93	16	26	18,218
5534	Saratoga	4.98	.....	61,187 90	61,187 90	1/ 8/15	100	1/29/16	0.37	16	26	3,465
									4.61	14	26	37,885
†5535	St. Law..	6.65	.....	64,477 34	64,477 34	4/16/15	100	1/28/16	6.46	14, 16	28, 32	54,072
									0.19	16	32	1,815
5536	St. Law.	8.35	.....	103,327 98	103,327 98	1/ 7/15	100	1/ 4/16	8.35	14	28	68,577
5537	Steuben.	1.72	.....	37,699 18	29,846 85	7/19/15	100	1/27/16	0.21	27	32	3,467
									1.51	16-32	26-32	15,086
5538	Genesee.	2.84	.....	28,583 74	28,583 74	1/11/15	100	12/20/15	1.61	16	32	15,111
									1.23	16	32	11,555
5539	Monroe.	.....	7.31	87,000 00	87,000 00	9/28/15	67	.....	.....	16	32-36	68,617
5540	Essex...	10.16	.....	104,196 53	104,196 53	1/ 6/15	100	12/22/16	10.16	14	24, 26	83,666
5541	Essex...	5.97	.....	63,063 44	63,063 44	1/ 6/15	100	1/30/17	5.97	14	24	49,123
5542	Saratoga	4.51	.....	46,592 33	46,592 33	1/ 8/15	100	1/29/16	4.51	14	26	37,018
5543	Cattarau	.....	6.95	140,000 00	140,000 00	3/29/15	46	.....	6.95	16	26-32	69,600
5544	Cattarau	.....	6 88	167,000 00	129,000 00	5/24/15	50	.....	5.90	16	32	58,560
									0.98	22-40	22-40	19,500
5545	Schenec.	.. ....	5.62	50,855 00	50,855 00	5/14/15	25	.....	5.62	14	26	46,800
5546	Erie....	4.48	.....	73,579 59	73,579 59	3/29/15	100	12/28/15	4.48	16	32	42,669
5547	Oneida..	.....	0.70	24,900 00	24,900 00	10/25/15	23	.....	0.70	16	28	7,000
									5.91	14	32	
5548	Jeffers...	7.27	.....	146,008 39	117,042 26	5/17/15	100	12/ 2/16				48,007
									1.36	16-61	32-63	22,700
5549	Dutchess	0.88	.....	40,485 18	23,315 39	6/13/16	100	1/ 5/18	0.60	16-40	30-42	11,069
									0.28	13-16	30-47	2,296
										17-31	30-47	3,748
5550	Erie....	0.59	.....	28,793 99	13,839 67	7/17/15	100	11/29/16	0.59	26-28	26-28	9,573
5551	Schenec.	3.34	.....	38,066 65	38,066 65	5/24/15	100	10/18/17	3.34	14	26	27,417
5552	Frank...	8.78	.....	88,798 09	88,798 09	5/ 7/15	100	12/28/15	0.59	16	30	5,529
									8.22	14-16	26-30	67,360
5553	Oneida..	5.73	.....	60,927 37	60,927 37	5/24/15	100	12/12/16	5.73	16	28	53,746
5554	Fulton..	4.58	.....	50,972 07	50,972 07	6/18/15	100	12/ 6/16	4.58	16	26	42,964
5555	Albany..	4.19	.....	53,977 65	53,977 65	6/10/15	100	11/29/16	4.19	16	26-31	39,377
5556	Orleans..	0.17	.....	2,906 24	2,906 24	6/12/15	100	12/28/15	0.17	16	44	1,561
5557	Schuyler	.....	6.03	80,000 00	80,000 00	7/24/15	45	.....	6.03	10-12	22	41,400
5558	Oneida..	4.68	.....	44,342 43	44,342 43	11/15/15	100	2/ 6/17	4.68	16	28	43,974
5559	Herk..	.....	8.89	88,500 00	88,500 00	6/18/15	97	.....	8.89	16	16-30	84,000
5559	Oneida											
									0.76	16	32	7,154
5560	Niagara.	1.32	.....	32,067 37	24,115 15	6/18/15	100	1/ 4/16	0.37	16	26-32	3,442
									0.19	40-46	40-48	4,935
5561	Niagara.	4.40	.....	59,566 61	59,566 61	6/17/15	100	12/18/16	4.40	16-20	32	41,396
5562	Niagara.	2.33	.....	41,781 06	41,781 06	6/18/15	100	1/ 4/16	2.08	16	32	19,795
									0.25	16	26-28	2,311
5563	Niagara.	.....	5.07	88,000 00	78,300 00	6/26/15	30	.....	0.34	24-36	32-38	6,420
									4.73	16	32-44	47,049
5564	Steuben.	7.31	.....	69,736 22	68,153 11	7/15/15	100	3/ 3/17	7.31	14-33	22-43	63,539
5565	Chen....	7.78	.....	102,028 17	88,795 57	7/22/15	100	7/27/17	7.78	14-27	28-30	60,691
5566	Cortland	0.23	.....	2,809 56	2,809 56	7/17/15	100	10/19/16	0.23	16	32	2,162
5567	Tomp...	3.05	.....	31,781 07	31,781 07	7/16/15	100	1/25/16	3.05	14	26	25,036
5568	Chen....	3.98	.....	54,449 54	54,449 54	7/15/15	100	1/ 3/17	3.75	14	26	31,839
									0.23	14	26	1,866
5569	Scho....	4.79	.....	50,996 51	50,996 51	7/14/15	100	10/14/16	4.79	14	26	39,363
5570	Ulster...	2.91	.....	31,400 46	31,400 46	7/15/15	100	9/24/17	2.91	16	28	27,275
									1.94	16	26	18,202
5571	West....	.....	4.29	73,500 00	73,500 00	7/16/15	52	.....	1.30	16	26	12,210
									1.05	16	26	9,856
§5572	Orange..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5573	Orange..	.....	1.17	15,500 00	15,500 00	8/31/15	....	.....	1.17	16	22-29	11,040
5574	Colum..	1.17	.....	46,533 55	15,876 58	8/31/15	100	3/ 8/17	1.17	28-46	28-46	26,453
5575	Schuyler		4.12	51,100 00	51,100 00	8/31/15	85	.....	4.12	14	24-26	34,680
5575	Tomp...											
5576	Ontario..	4.69	.....	3,962 41	3,962 41	8/30/15	100	12/ 3/15	4.69	12	12	33,117
5577	Scho....	.....	7.95	112,300 00	112,300 00	8/31/15	23	.....	7.31	14	26-31	60,020
									0.64	14	24	5,400

† Changed from original plans. Combined with 5493.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	Highway No.
Lo. St.	4	Lo. St.	3			0.639	11,295				5533
		F Con. (a)	6¾-P	(10)		0.966	15,365				
S Con. (d)	6	Br. (17)	4			2.270	26,175				5534
Sub. 6, Gab. 2.	8	Gab.	3	Sc., water	HO (10)	0.752	12,025				
Sub.	8	Li.	3	Asp. (10)		0.809	10,560				5535
		F Con. (9)	6-P			1.168	13,930				
Fld. 8", Gn. Sy. 2"	10	Gn. Sy.	3	Asp. (2)		1.062	13,480				5536
S Con. (d) (5, 16)	5	Br. (28)	4			1.875	24,430				5537
		H Con. (sl.)	6	(5, 16)		0.892	18,200				
Li.	3	Li.	3	Sc., water	CaCl.	0.598	9,125				5538
Li.	4	Li.	3	Sc., water	CaCl.	0.681	9,910				
App. St.	5	Li.	3	Sc., water	CaCl.	1.090	14,285				5539
Lo. St.	3	Lo. St.	3	Sc., water	H O. (10)	0.552	11,000				5540
Lo. St.	3	Lo. St.	3	Sc., water	H O. (10)	0.516	11,410				5541
Sub. 6", Lo. 2"	8	Lo. St.	3	Sc., water	H O. (10)	0.704	11,160				5542
		F Con. (5)	6			1.100	17,905				5543
		F Con. (16)	6			1.125	18,330				5544
S Con. (16)	6	Br. (1)	4			2.203	28,450				
Sub. 6", Ap. St. 2"	8	App. St.	3			0.889	12,385				5545
		F Con. (5)	†8P			1.317	16,000				5546
S Con. (9)	5	App. St.	2	MM-2		1.980	33,809				5547
		F Con. (a) (1, 10)	†6¾ P			0.933	13,873				5548
S Con. (d) (1, 10)	5	Br. (3)	4			2.344	27,148				
		F Con.	6			0.983	18,760				
F Con.	5	Br.	4			2.168	29,880				5549
		F Con.	6			0.983	18,760				
Grv. Con. (d) (1, 11, 16, 23)	5	Br. (1)	4			1.993	20,840				5550
Sub. 6", Lo. 2"	8	Lo St.	3	Sc., water		0.636	12,150				5551
		Grn. & Gn.	3	Asp. (10)		0.503	8,570				5552
Lo. Sub.	6	Grn. & Gn.	3	Asp. (10)		0.758	10,965				
Sub.	9	Sst.	3	Sc., water		0.600	10,560				5553
Sub.	6	Gn.	3	T. (17)		0.587	11,140				5554
Sub. 6", Ap. St. 2"	8	App. St.	3	T. (17)		0.978	12,790				5555
Sub.	6	Li.	3	Sc., water	CaCl.	1.028	17,194				5556
Fld.	6	Li.	3	Sc., water	CaCl.	1.000	16,342				5557
Sub.	6	Lo. St.	3	Sc., water	T. (17)	0.554	8,750				5558
Sub.	6	Li.	3	Sc., water	T. (17)	0.692	10,710				5559
		F Con. (1)	†7P			0.933	13,765				
Grv. Con. (g) (1)	†7P	Br. (3)	4			1.876	22,615				5560
Grv. Con. (g) (1)	5	Br. (3)	4			1.876	22,615				
		F Con. (11)	6			0.903	12,725				5561
		F Con. (11)	†8P			1.033	13,810				5562
S Con. (11)	†7P	Br. (3)	4			1.869	21,650				
S Con. (d) (10, 16)	5	Br. (3)	4			2.119	23,490				
		F Con. (10, 16)	6			1.110	14,030				5563
Grv.	5	Li. & Sl.	3	Sc., water	CaCl.	0.610	9,960				5564
Sub.	6	Li.	3	Asp. (10)		0.771	12,600				5565
Sub. 8", Sl. 1½"	9½	Sl.	2½	Asp. (11)		0.843	12,020				5566
Sub.	6	Li.	3	Sc., water		0.676	11,215			Oiled	5567
Grv. Con. (d) (8)	6	Li.	1½	T. (17)		0.839	13,385				5568
Grv. Con. (d) (8)	6	Li.	2½	T. (17)		1.136	16,170				
Sub.	8	Li.	3	Asp. (10)		0.775	11,550				5569
Sub.	6	Lo. St.	3	Asp. (11)		0.552	10,330				5570
App. St.	5	App. St.	3	Asp. (10)		0.941	17,140				
Sub. 8", Ap. St. 2"	10	App. St.	3	Asp. (10)		1.002	17,775				5571
App. St.	3	App. St.	3	Sc., water		0.774	15,535				
											§5572
App. St.	3	App. St.	3	Asp. ( )		0.723	12,785				5573
Sst.	5	Tr.	3	Asp. (10)		0.973	20,290				5574
Sub.	6	Lo. St.	3	Sc., water	CO. ( )	0.984	13,145				5575
Old Mac.		App. St.	Var.	T. (17)	T. (17) Sn.	0.076	1,050	1917	4.69	3" Bit. Mac.	5576
Sst. Sub.	8	Sst.	3	Asp. ( )		0.909	15,810				5577
Sst.	4	Sst.	3	Asp. ( )		0.859	15,340				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5578	Wash...	1.88	.....	$34,513 14	$34,513 14	8/31/15	100	11/23/16	1.88	14	26	15,451
5579	Herk....	.....	6.55	82,400 00	82,400 00	8/30/15	49	.....	6.55	16	26	62,400
5580	Dutchess	.....	6.97	105,000 00	105,000 00	6/10/16	30	.....	6.97	10-14	24-26	55,145
5581	Monroe	0.14	.....	11,893 28	2,908 02	9/10/15	100	5/ 5/16	0.14	56	56	4,694
5582	Genesee	.....	4.53	57,000 00	57,000 00	10/26/15	8	.....	4.53	16	32	42,900
5583	Greene	.....	4.77	60,500 00	60,500 00	8/24/15	37	.....	4.79	14	26	39,200
5584	Herk....	4.18	.....	55,800 45	55,800 45	8/31/15	100	12/24/17	4.18	16	26	39,254
5585	Chen....	.....	6.18	54,900 00	49,945 00	8/24/15	25	.....	6.18	14-16	26	52,380
5585	Madison											
5586	Madison	.....	7.91	75,700 00	75,700 00	8/30/15	41	.....	7.91	14	26	65,640
5587	Onon....	.....	5 12	102,900 00	83,800 00	4/21/16	36	.....	0.37	35	35	8,837
									4.75	17	30-34	47,385
5588	Greene..	.....	3.95	156,094 73	156,094 73	8/26/15	35	.....	3.55	16	24	33,380
									0.40	16	24	3,780
5589	Seneca..	5.01	.....	52,761 20	50,725 71	10/30/15	100	8/30/17	4.61	14	30	37,839
									0.40	18, 22	31, 32	5,140
*5590	Niagara	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
									0 21	16	24	1,984
5591	Orange..	0.38	.....	3,351 50	3,351 50	10/26/15	100	6/14/16	0.15	16	24	1,338
									0 02	16	24	199
*5592	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5593	Livings..	.....	7.69	78,000 00	78,000 00	10/26/15	4	.....	2.82	16	32	26,510
									4.87	16	24-32	45,680
5594	Clinton..	.....	3.79	38,900 00	38,900 00	10/26/15	67	.....	2.87	14	26	23,580
									0.92	14	26	7,510
									1.09	14	29	8,944
5595	Cort....	3.75	.....	46,651 12	38,272 31	11/ 1/15	100	1/30/17	1.75	14	29-32	14,333
									0.90	16-49	26-49	11,013
									0.01	45	49	472
5596	Chaut...	0.80	.....	23,800 83	21,564 55	11/15/15	100	3/21/18	0.80	16-48	32-48	9,265
5597	Oneida..	.....	5.34	68,200 00	68,200 00	9/11/15	7	.....	5.34	16	28	50,543
5598	Saratoga	.....	1.10	73,000 00	29,400 00	8/21/16	70	.....	1.10	35-40	35-40	21,745
*5599	Ulster..	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*5599A	Ulster...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5600	Erie....	2.11	.....	31,673 69	31,673 69	6/ 7/16	100	12/12/16	2.11	16	24-36	19,934
5601	Ulster...	.....	1.85	65,900 00	40,500 00	6/ 9/16	30	.....	1.03	16	24-40	5,909
									0 82	16-53	19-53	16,200
5602	Frank...	.....	1.99	82,100 00	43,300 00	8/21/16	71	.....	1.53	14	30	12,577
									0.46	36-80	36-80	12,737
*5603	Orleans.	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
									0.34	27	41	5,366
5604	Oneida..	.....	1.05	53,000 00	21,800 00	8/ 2/17	....	.....	.....	9	.....	1,770
									0.71	16	28	6,702
5605	Oneida..	0.52	.....	29,185 03	7,360 04	5/ 9/17	100	12/18/17	0.52	30	32, 31	9,308
5606	West....	.....	2.74	71,000 00	56,000 00	5/14/17	....	.....	2.74	16-20	25-34	32,171
5607	Cattarau	.....	4.73	78,800 00	78,800 00	11/ 1/16	5	.....	4 73	16	32	44,811
5608	Cattarau	.....	2.17	36,000 00	36,000 00	3/16/17	27	.....	2 17	16	32	20,344
5609	Cayuga..	.....	3.89	55,000 00	55,000 00	7/15/16	70	.....	3.89	14	28	31,500
5610	Cayuga..	.....	4.39	75,800 00	75,800 00	7/11/16	24	.....	3.76	14	28	30,873
									0 63	14	28	5,200
5611	Steuben.	5.75	.....	56,860 79	56,860 79	7/14/16	100	2/ 4/18	5.75	14	26	47,243
5612	St. Law..	.....	9.12	170,600 00	170,600 00	10/13/16	40	.....	2.18	14	28	17,889
									6.94	14, 16	28, 32	57,620
5613	Franklin.	.....	10.36	141,000 00	141,000 00	8/22/16	70	.....	10.36	14	28	85,068
5614	Albany..	0.10	.....	1,917 44	1,917 44	8/17/16	100	11/29/16	0.10	16	28	924
5615	Allegany	.....	9.07	126,000 00	121,000 00	8/21/16	16	.....	9.07	14, 40	26, 40	86,114
5616	Ontario..	2.26	.....	.....	.....	8/21/16	100	12/18/17	2.26	16	24-26	21,177
5617	Jeffers...	.....	5.03	68,000 00	68,000 00	8/21/16	68	.....	0.61	14	30	5,010
									4.42	14	30	36,338
5618	Jeffers...	.....	4.05	69,000 00	56,200 00	8/21/16	37	.....	3.84	14-22	28-32	31,998
									0.21	22-28	22-28	3,611
5619	Scho....	2.73	.....	37,433 43	37,433 43	8/23/16	100	11/ 9/17	2.73	14	26	22,426
5620	Ontario..	0.82	.....	12,848 40	7,990 52	8/21/16	100	1/24/17	0.82	16-25	16-35	8,832
*5621	Herk....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5622	Erie....	.....	5.19	119,500 00	119,400 00	11/2/16	1	.....	5 19	16	26-40	48,719
5623	Chen....	.....	1.30	24,600 00	15,000 00	9/25/16	68	.....	0.64	11-24	22-28	7,977
									0.66	14	22	5,561

* See Appendix B, list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1917 — (*Continued*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'-20' highway	Year resurfaced	Miles	Type	Highway No.
Sub. 6", Lo. 2".	8	Lo.	3	Sc., T. (17)		0.721	19,205				5578
Fld.	6	Fld.	3	HC. T. ( )		0.716	12,450				5579
Sub.	8	Lo. St.	3	Asp. ( )		1.010	16,040				5580
S Con. (d)(2).	6	Br. (18)	4			1.856	26,500				5581
Li.	5	Li.	3	Sc., water	CaCl.	0.770	11,945				5582
Sst. Sub.	6	Sst.	3	Asp. (10)		0.828	13,515				5583
Sub.	6	Sst.	3	Sc., water	T. ( )	0.678	13,330				5584
Fld.	6	Li.	3	Sc., HC. T. ( )		0.697	9,670				5585
Fld.	6	Li.	3	Sc., water		0.637	10,315				5586
S Con. (10, 12).	5	Br.	4			1.989	24,671				5587
		F Con.	6½			1.035	15,716				
Fld.	6	Fld.	3	Sc., water		0.463	40,750				5588
Old Mac.		Fld.	3	Sc., water		0.213	38,405				
Sub.	6	Li.	3	Sc., water	CaCl.	0.818	10,875				5589
Sub.	6	Li.	3	Asp. (11)		0.957	12,175				
											*5590
Sub. 6, Li. 2.	8	Li.	3	Sc., water	CO. (10)	0.745	9,800				
Li.	4½	Li.	3	Sc., water	CO. (10).	0.618	8,610				5591
Li.	2	Li.	3	Sc., water	CO. (10)	0.535	7,830				
											*5592
Fld.	5	Li.	3	Sc., water	CaCl.	0.746	10,530				5593
Grv.	5	Li.	3	Sc., water	CaCl.	0.586	9,030				
App. St.	4	App. St.	3	Sc., water		0.628	10,125				5594
Sub. 6", Ap. St. 2"	8	App. St.	3	Sc., water		0.798	11,720				
Sc., Grv.	4	Li.	2½	Sc., water		0.497	9,820				
Li.	4	Li.	2½	Sc., water		0.498	9,820				5595
Li.	4	Li.	2½	Asp. (11)		0.664	11,380				
S Con. (20).	5	Br. (10)	4			2.708	30,570				
SCon(e) (16,20)	5, 6	Br. (11, 15)	4			1.958	24,145				5596
Sub.	6	Li.	3	Sc., water	CT. ( )	0.674	12,565				5597
S Con.	6	Br.	4			2.316	33,170				5598
											*5599
											*5599 A
		F Con. (10, 18)	7-P			1.083	14,025				5600
		F Con. (1, 6)	5-P			0.958	16,077				5601
S Con. (1, 6).	5	Br. (17)	4			2.396	29,575				
Sub.	6	Grn.	3	Asp.		1.050	20,452				5602
S Con.	5	Br.	4			2.714	36,072				
											*5603
S Con.	5	Bitu.	2			2.658	41,950				
S Con.	4	Br. (on R. R)	4								5604
		F Con.	7-P			1.542	31,470				
S Con.	5	Bitu.	2			2.644	31,685				5605
		F Con.	6			1.600	21,870				5606
		F Con.	6-P			1.215	15,328				5607
		F Con.	7-P			1.225	15,280				5608
		F Con.	7-P			1.083	15,738				5609
		F Con.	7-P			1.125	17,698				5610
Li.	5	Li.	3	Sc., water	CaCl.	0.869	15,295				
Sub.	6	Slag.	3	Sc., water	CaCl.	0.667	10,670				5611
Sub.	6	App. St.	3	Asp.		1.181	16,245				5612
		F Con.	6½-P			1.690	21,020				
Sub.	6	App. St.	3	Asp.		0.922	14,285				5613
Fld. 6, Li. 2.	8	Li.	3	T (17)	Asp. (10)	1.335	19,303				5614
Sub.	6	Sl.	3	Sc., water	T.	0.812	12,465				5615
Grv.	5	Grv.	3	Sc., water	CT.						5616
Sub.	6	Li.	3	Asp.		0.978	13,279				5617
Sub.	8	Li.	3	Asp.		1.103	14,453				
Sub.	6	Gu.	3	Asp.		0.947	15,328				5618
S Con.	6	Br.	4			2.817	32,881				
Sub.	8	Li.	3	T.		0.973	14,850				5619
		F Con. (11)	6			1.091	13,776				5620
											*5621
		F Con.	7-P			1.282	21,061				5622
Sub.	8	Li.	3	Sc., water	CT.	0.892	14,560				5623
Sub.	6	Li.	3	Sc., water	CT.	0.780	13,510				

APPENDIX A — STATE HIGHWAYS JANUARY 1,

See page 6 for explanation

Highway No.	County	Miles: Accepted	Miles: Under contract	Total cost	State's share of total cost	Date of contract	Per cent completed	Date of acceptance	Center-line type mileage	Width of pavement	Width of roadway	Square yards of pavement
5624	Otsego	.....	1.04	$30,100 00	$22,000 00	9/25/16	92	.....	1.04	15–24	27	10,846
*5625	Onon	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*5626	Fulton	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*5627	Tomp	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5628	Dutchess	.....	6.79	94,200 00	94,200 00	11/24/16	5	.....	6.79	10–16	24–28	55,193
5629	Colum	.....	5.02	73,000 00	73,000 00	2/23/17	....	.....	5.02	14	26	41,263
*5630	Onon	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5631	Herk	0.71	.....	38,059 70	9,719 02	12/14/16	100	5/ 3/18	0.71	16–35	26–35	11,098
5632	Wayne	.....	5 85	91,800 00	91,800 00	10/28/16	53	.....	0.57	14	39	4,733
									5.28	14	28–30	43,325
*5633	Oneida	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*5634	Erie	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
*5635	Erie	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5636	Albany	.....	3.93	70,000 00	70,000 00	11/28/16	....	.....	3.93	16	26	33,368
*5637	Wash	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5638	Oswego	.....	5.63	84,300 00	84,300 00	2/23/17	....	.....	5.63	14	28–30	46,200
*5639	Saratoga	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
5640	Oneida	.....	1.27	62,700 00	24,000 00	5/ 9/17	....	.....	0.70	16–48	26–48	13,747
									0.57	16	28	5,343

HIGHWAYS BUILT UNDER

‡	Wash.	0.10	.....	48,867 80	48,867 80	1/24/13	....	.....	0.10	16	Var.	.....
9100	Livings	1.18	.....	.....	.....	.....	....	5/15/17	1.10	16	22	10,331
									0.08	12–16	22	681
9101	Albany	1.59	.....	45,524 08	24,592 10	12/14/14	100	12/19/16	1.05	20–25	40	12,671
									0.54	26⅔–32⅔	30–36	9,796

ROADS PAVED BY COUNTIES AND TAKEN

9000	Rock	4.31	.....	.....	.....	1907–'08	....	.....	4.31	16	.....	40,460
9001	Niagara	2.44	.....	15,202 73	.....	.....	....	1911	1.77	14	28	14,490
									0.67	14	28	5,520
9002	Niagara	2.75	.....	16,753 96	.....	1911	....	1911	2.75	12	28	19,430
9003	Dutchess	1.46	.....	.....	.....	.....	....	.....	1.46	16–40	16–40	.....
9004	Dutchess	0.83	.....	5,000 00	.....	1906	....	.....	0.83	16	18–26	7,790
9005	Rock	7.30	.....	.....	.....	.....	....	.....	7.30	12	.....	50,400
9006	Rock	3.60	.....	.....	.....	1906	....	.....	3.60	12	.....	26,400
9007	Franklin	15.87	.....	.....	.....	.....	....	.....	6 88	12	22	48,400
									8.99	11	22	53,325

HIGHWAYS RECONSTRUCTED

2A	Erie	6.48	.....	24,294 57	12,147 29	8/ 9/00	100	.....	6.04	12	32	42,539
									0.44	20	32	5,104
2 R2	Erie	1.80	.....	67,524 66	21,783 00	6/12/12	100	7/18/13	1.80	20, 42	32, 42	25,296
7A & B	Albany	1.01	.....	8,217 53	4,108 77	3/27/03	100	.....	1.01	15	28	8,862
27R	Erie	1.16	.....	24,467 30	12,233 65	10/ 1/09	100	1/24/12	1.16	25, 16	32, 26	10,846
66R	Erie	0.95	.....	21,494 86	10,747 43	10/ 1/09	100	12/21/11	0.44	16	26	4,171
									0.51	16	26	4,790
67R	Erie	3.41	.....	75,275 49	37,637 74	10/ 1/09	100	3/11/12	3.41	16	26	32,003
68R	Erie	1.15	.....	24,967 79	12,483 89	10/ 1/09	100	6/30/11	1.15	16, 25	26, 30	10,957
145R	Dela	1.00	.....	11,814 87	8,861 16	5/27/10	100	6/30/11	1.00	16	26	9,389
731R	Cattar	1.23	.....	.....	.....	3/ 5/14	100	11/15/17	1.23	†40	†40	23,072

* See Appendix B, list by counties. † Changed from original plans. ‡ Chap. 518 Laws of 1912.

1898 TO DECEMBER 31, 1917 — (*Concluded*)

MATERIALS USED IN CONSTRUCTION						UNIT COSTS		PRESENT PAVEMENT			
BOTTOM		TOP									
Kind	Thickness	Kind	Thickness	Binder	Surfacing	Per square yard of pavement	Per mile of 16'–26' highway	Year resurfaced	Miles	Type	Highway No.
S Con	5	MM-2	2	Asp		1.667	24,243				5624
											*5625
											*5626
											*5627
Sub	6	App. St.	3	T		0.905	15,169				5628
Sub	6	Lo. St.	3	Asp		0.821	15,170				5629
											*5630
S Con	5	Bitu	2			2.483	29,790				5631
		F Con	6			1.167	16,010				5632
		F Con	7-P			1.233	16,620				
											*5633
											*5634
											*5635
		F Con	6¾-P			1.429	17,369				5636
											*5637
App. St	5	App. St.	3	Asp		1.082	15,880				5638
											*5639
S Con	5	Bitu	2			2.574	35,060				5640
		F Con	7-P			1.389	24,040				

SPECIAL APPROPRIATIONS

Rock fill		Grv	8 av								†
Grv	4	Li	4	Sc., water				1917	1.18	2½" Bit. Mac.	9100
St	3	St	3	Asp							
Sn. Sh., Tr.	4	Tr	3	Sc., water		0.849	16,142				9101
S. Con. (9)	6	Tr	2	Asp. (10) MM. 2		1.651	23,670				

OVER BY STATE FOR MAINTENANCE

Fld		Fld	4	Sc., water			4,500	1915	4 3'	1" Bit. Mac.	9000
								1916	0.85	2½" Bit. Mac.	
Li	4	Li	3	Sc., water						Oiled	9001
		Li	3	Sc., water							
Lo	3	Lo	3	Asp. (10)			6,200				
Li				Li.; Sc., water				1915		Oiled	9002
Blue Grit	3–4½	Blue Grit	3–4½	Sc	CO			1913	0.83	Bit. Mac	9003
Fld		Fld	5	Sc., water			3,000	1917	7.30	Bit. Mac	9004
		St	4	Sc., water			300	1915	3.60	2½" Bit. Mac.	9005
		Grv	7				3,500			Bit. Mac	9006
St	4	St	3	Sc., water			5,000				9007

WITH CONSTRUCTION MONEYS

Old Mac		Tr	2	Sc., water			3,740				2A
Li	6	Tr	2	Sc., water			13,630				
S Con	5	Br	4			2.108	97,580				2 R2
		Li	3	Sc., water		0.408	8,180				7 A&B
Grv. Con	3	Br	4			1.759	18,630				27 R
OldMac., S Con	3	Br	4			1.923	21,580				66 R
S Con	5	Br	4			2.111	23,350				
S Con	5	Br	4			1.960	20,385				67 R
S Con	5	Br	4			1.947					68 R
Sub	Av.6	Tr	av2½	Asp		0.912	11,810				145 R
S Con. (1, 11, 13, 16)	5	Br. (1,22)	4								731 R

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APPENDIX B

TABLE

ARRANGED BY COUNTIES

SHOWING STATUS OF ALL

STATE AND COUNTY HIGHWAYS

PLANS FOR WHICH HAVE BEEN APPROVED FROM JANUARY 1, 1898, TO DECEMBER 31, 1917

ALBANY COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
7 [5]	84-A	Delaware, Part 1	..... Bethlehem	.... 0.41	Albany c	0.60	1.01	....	.....
22 [1]	95	Loudon	Colonie	3.05	..... Albany c	.... 0.36	3.41	....	.....
41	84	Delaware, Part 2	Bethlehem	2.74	.....	....	2.74	....	.....
92	135	Delmar—Slingerlands	Bethlehem	1.74	.....	....	1.74	....	.....
119 [2]	206	Loudon, Part 2	Colonie	3.92	.....	....	3.92	....	.....
124	207	North	New Scotland	1.84	.....	....	1.84	....	.....
176	96	Albany—Schenectady, Part 1	..... Colonie	.... 1.74	Albany c	0.57	2.31	....	.....
177	241, 295	Schoharie, Parts 1 and 2	Knox Guilderland	1.30 3.70	.....	....	5.00	....	.....
178	240-A	Delaware, Part 3	Bethlehem New Scotland	1.83 5.55	.....	....	7.38	....	.....
192 [3]	320	Beaver Dam	Berne	3.54	.....	....	3.54	....	.....
193 [4]	243	River	Bethlehem	8.11	.....	....	8.11	....	.....
198	240	Delaware, Part 4	New Scotland Berne	3.27 3.25	.....	....	6.52	....	.....
199	240	Delaware, Part 5	Westerlo Rensselaervil e	5.43 2.45	.....	....	7.88	....	.....
364	388	Preston Hollow—Potter Hollow	Rensselaerville	3.13	.....	....	3.13	....	.....

[1] Included in State Route No. 25.
[2] 2.74 miles included in State Route No. 25.
[3] 2.74 miles included in State Route No. 7.
[4] 0.82 mile included in State Route No. 3.
[5] Original contract 1.04 miles; 0.03 mile over bridge not constructed.
* Exclusive of villages.

ALBANY COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
365	391	Guilderland Center—Guilderland	Guilderland	1.90			1.90		
366 [1]	394, 395 398	New Scotland—Wolf Hill	New Scotland	6.84			6.84		
367	712	Glenmont—Feura Bush	Bethlehem	6.17			6.77		
			New Scotland	0.60					
385	389	Albany—Schenectady, Part 2	Colonie	5.14			5.14		
508	396	Selkirk—Coeymans	Bethlehem	0.28			4.77		
			Coeymans	4.49					
566 [2]	398	Wolf Hill—Berne	Berne	7.15			7.15		
604 [3]	390	Troy—Schenectady, Part 3	Colonie	3.88			3.88		
630 [3]	880	Troy—Schenectady, Part 4	Colonie	2.24			2.24		
646	397, 1354	Indian Fields—Dormansville	Coeymans	2.78			4.12		
			Westerlo	1.34					
647 [4]	398	Albany—Slingerlands							
755	392, 393	Altamont—Knox	Knox	3.64			4.25		
			Guilderland	0.61					
790	1352	Cohoes City—Boghts Corners	Colonie	2.17			2.17		
791 [5]	391, 2498	Albany—Guilderland	Guilderland						
792 [6]	879	Schenectady Co. Line—Guilderland	Guilderland						
849	V-43	Altamont Village	Guilderland		Altamont, v.	1.10	1.10		
879 [9]	878	Shakers—Watervliet	Colonie	6.26			6.26		
948 [10]	877	Voorheesville—New Salem	New Scotland	2.96	Voorheesville v.	0.60	3.56		
948-A	V-104	Voorheesville—New Salem	New Scotland		Voorheesville v	0.17	0.17		
956 [3]	3021	Watervliet City: Nineteenth Street			Watervliet, c.	0.46	0.46		
	3020	Cohoes City: Columbia Street			Cohoes, c.	0.43	0.43		
	2493	Albany—Watervliet	Colonie	2.45			2.45		

978	1636.....	East Berne—Clyckman Church....	Berne.....	1.72	.....	....	4.37	....	.....
			Knox.....	2.65	.....	....			
979	712.....	Feura Bush—Indian Fields.....	New Scotland.....	4.83	.....	....	8.27	....	.....
			Coeymans.....	3.44	.....	....			
1105	V-217.....	Albany City: Central Avenue.....	.....	....	Albany, c.....	0.75	0.75	....	.....
1146	V-216, 3417.	Watervliet City: Third Avenue.....	.....	....	Watervliet, c...	0.18	0.18	....	.....
1184	1530.....	Elsmere—Bethlehem Center.....	Bethlehem.....	1.77	.....	....	1.77	....	.....
1198 [8]	3462, 2497..	Albany—Glenmont.....	Bethlehem.....	1.25	.....	....	1.25	....	.....
1199	V-232, 3468.	Cohoes, City: Vliet Avenue.....	.....	....	Cohoes, c.....	1.03	1.03	....	.....
1220	1354.....	Coeymans—Indian Fields, Part 2...	Coeymans.....	6.70	.....	.....	6.70	....	.....
1229	393.....	Knox—Berne.....	Knox.....	2.80	.....	....	2.80	....	.....
1279 [7]	875, 3530, 3534, V-339	Dunnsville—Altamont.....	Guilderland.....	2.63	Altamont, v....	0.78	3.41	....	.....
1280	1354.....	Dormansville — Westerlo — Ford Corners.....	Westerlo.....	5.76	.....	....	.....	5.76	.....
1371	3531.....	Watervliet—Cohoes.....	Colonie.....	0.88	.....	.....	0.88	....	.....
1372	3533, 2492..	Osborn Cor.—Schenectady Co. Line	Guilderland.....	3.23	.....	....	3.23	....	.....
1372-A	3533.....	Osborn Cor.—Schenectady Co. Line	Guilderland.....	0.12	.....	0.12	.....	....	.....
1404	.....	Dormansville—South Westerlo.....	Westerlo.....	5.62	.....	....	5.62	....	.....
1405	2495.....	Thompson Lake—Van Auken Cor.	Berne.....	0.81	.....	....	....	2.93	.....
			Knox.....	2.12	.....	....			
1468	1354, V-381.	Coeymans—Indian Fields, Part 1...	Coeymans.....	0.52	Ravena, v.....	0.93	.....	....	1.45
			Towns.....	164.75	.....	....	155.54	8.69	0.52
			Villages.....	....	.....	3.58	2.65	....	0.93
			Cities.....	....	.....	4.38	4.38	....	.....
			Totals.....	164.75	.....	7.96	162.57	8.69	1.45

[1] 4.62 miles included in State Route No. 7. Contract mileage 6.85 of which 6.84 miles were constructed.
[2] 3.60 miles included in State Route No. 7.
[3] Included in State Route No. 42.
[4] Built as State Highways Nos. 5010 and 5237 on Route No. 7.
[5] Original plans 6.07 miles. Designated as State Route No. 6, and built as No. 5155 and No 5636.
[6] Included in State Route No. 6 and built as No. 5636; 3.26 miles.
[7] Original contract forfeited.
[8] Original contract cancelled; work completed by Division Engineer.
[9] Original contract 6.40 miles. Portion at crossing omitted.
[10] Original plans 3.76 miles. 0.17 mile at R. R. crossing and bridge omitted and built as 948A.
* Exclusive of village.

ALBANY COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5010	7	8	Slingerlands—New Scotland	Bethlehem	0.98	.....	....	1.98	....	....
				New Scotland	1.00	.....	....			
5039 [1]	7	1	West Berne—Gallupville	Knox	0.64	.....	....	0.64	....	.....
5155 [2]	6	1	Albany—Guilderland	.....	....	Albany, c.....	0.05	5.37	....	.....
				Guilderland	5.32	.....	....			
5237	7	9, 10	Slingerlands—Albany	.....	....	Albany, c.....	0.91	4.23	....	.....
				Bethlehem	3.32	.....	.....			
5499	3	6	Albany—Bethlehem	.....	....	Albany, c.....	0.18	2.38	....	.....
				Bethlehem	2.20	.....	....			
5510	7	4	East Berne—New Salem, Part 1	Berne	2.86	.....	....	2.86	....	.....
5555	25	2, 3	Loudon—Crescent	Colonie	4.19	.....	....	4.19	....	.....
5614	25	1	Loudon—Crescent, Part 2	Colonie	0.10	.....	....	0.10	....	.....
5636	6	2	Schenectady Co. Line—Guilderland	Guilderland	3.93	.....	....	.....	3.93	.....
				Towns	24.54	.....	....	20.61	3.93	.....
				Villages	....	.....	....	.....	....	.....
				Cities	....	.....	1.14	1.14	....	.....
				Totals	24.54	.....	1.14	21.75	3.93	.....

SPECIAL HIGHWAYS.

Chap. 295, Laws of 1913.			The Southern Boulevard	.....	....	Albany, c.....	1.15	1.59	....	.....
				Bethlehem	0.44	.....	....			

			Towns	0.44			0.44		
			Cities			1.15	1.15		
			Totals	0.44		1.15	1.59		

ALLEGANY COUNTY

COUNTY HIGHWAYS.

	Petition No.								
801	1581	East Rushford—Gordonville Bridge.	Rushford	4.64			4.64		
945	1586	Wellsville—Hallsport	Wellsville	1.96	Wellsville, v	0.40	4.18		
			Willing	1.82					
964	1570, 1591	Friendship—Bolivar, Part 1	Friendship	1.68	Friendship, v	0.54	6.10		
			Wirt	3.88					
965[4]	1563, 2889	Obi—Cuba	Clarksville	6.33			9.90		
965-A			Cuba	3.11	Cuba, v	0.46			
1091[3]	1577	Fillmore—Hume	Hume						
1246	1591, 1592, V-330, V-331	Friendship—Bolivar, Part 2	Wirt	3.12			6.71		
			Bolivar	1.14	Bolivar, v	1.26			
			Bolivar		Richburg, v	1.19			
1259	3035	Belfast—Transit Bridge	Belfast	3.99				3.99	
1260	1542, 1546, 1548, 1549, 3075, V——	Belvidere—Transit Bridge—Angelica	Amity	0.50			8.68		
			Belfast	0.06					
			Angelica	6.16	Angelica, v	1.96			
1322	1572	Genesee—Portville	Genesee	7.29				7.29	

[1] Part in Schoharie county. Total length 3.98 miles.
[2] Original contract forfeited.
[3] Constructed as State Highway No. 5518 on Route No. 16.
[4] Original contract accepted. All but 0.39 mile in Cuba village resurfaced under No. 965-A.
* Exclusive of villages.

ALLEGANY COUNTY—Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1366	V-361, 362, 1554, 1555, 1556, 3067, 3661	Van Scoters Corners—Canaseraga—Garwoods	Burns	5.18	Canaseraga	1.70	6.88	....	.....
			Towns	50.86	.....	....	43.57	7.29	.....
			Villages	....	.....	7.51	7.51	....	.....
			Cities	....	.....	....	.....	....	.....
			Totals	50.86	.....	7.51	51.08	7.29	.....

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5023	16	2	Cuba—Black Creek, Part 1	Cuba	2.39	Cuba, v	0.43	2.82	....	.....
5129	4	8	Wellsville—Scio	Wellsville	0.71	Wellsville, v	0.19	4.50	....	.....
				Scio	3.60	.....	.....			
5174[1]	4, 16, Pet.	14, 15, 1, V-1047	Cuba—Friendship	Cuba	2.84	Cuba, v	1.74	4.58	....	.....
5312[2]	4	12, 13	Cuba—Friendship, Part 2	Cuba	2.50	.....	....	5.94	....	.....
5312-A	Pet.	V-1057		Friendship	2.28	Friendship, v	1.16			

5312-B [3]	4	12	Cuba—Friendship	Friendship	0.14	Friendship, v...	0.03	0.17	....	.....
5341	4	10, 11	Friendship—Belmont	Friendship	3.75	.....	....	6.80	....	.....
				Amity	3.05	.....	....			
5419	4 Pet.	5 V-1089	Andover Village	Andover	....	Andover, v....	1.51	1.51	....	.....
5476	4 Pet.	9 V-1154	Belmont—Scio	Amity	3.24	Belmont, v....	1.42	4.66	....	.....
5481	4	6	Wellsville—Andover	Wellsville	4.32	.....	....	7.22	....	.....
				Andover	2.90	.....	....			
5483	4	7	Wellsville Village	Wellsville	....	Wellsville, v...	0.76	0.76	....	.....
5502	4	1—4	Andover—Alfred Station—Almond	Andover	2.01	.....	....	12.06	....	.....
				Alfred	6.88	.....	....			
				Almond	3.17	.....	....			
5518	16	11, 12	Caneadea—Fillmore—Hume	Hume	4.75	.....	....	.....	4.75	.....
5532 [4]	15	1	Arkport—Van Scoters Corners	Burns	2.58	.....	....	2.58	....	.....
5615	16	7–10	Belfast—Caneadea	Belfast	0.77	.....	....	.....	9.07	.....
				Caneadea	7.94	.....	....			
				Hume	0.36	.....	....			
				Towns	60.18	.....	....	46.36	13.82	.....
				Villages	....	.....	7.24	7.24	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	60.18	.....	7.24	53.60	13.82	.....

[1] Part in Cattaraugus county. Original plans 4.65 miles. Change in alignment changed length to 4.70 miles.
[2] Original contract 6.10 miles. 4.78 miles cancelled and re-let as No. 5312-A. 0.17 mile omitted and built as 5312-B.
[3] Grade crossing elimination.
[4] Total length 5.25 miles. Part in Steuben county.
* Exclusive of villages.

BROOME COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
47[1]	134, 142...	Chenango River	Chenango	0.06	.....	....	1.76	....	.....
			Dickinson	1.70	.....	....			
125[2]	148, 269...	Lestershire	Union	2.93	.....	....	2.93	....	.....
126[1]	149.....	Town Line Extension	Chenango	1.95	.....	....	1.95	....	.....
127[2]	200.....	Park Bridge	Kirkwood	2.06	.....	....	2.06	....	.....
134[3]	160.....	Fenton	Fenton	2.17	.....	....	2.17	....	.....
174[2]	268.....	Endicott	Union	1.22	Endicott, v....	0.95	2.17	....	.....
175[3]	316.....	Chenango Towpath	Fenton	1.84	.....	....	1.84	....	.....
209[3]	313.....	Nineveh	Colesville	0.93	.....	....	0.93	....	.....
210[4]	314.....	Harpursville	Colesville	0.83	.....	....	0.83	....	.....
211	312.....	Center Village	Colesville	0.57	.....	....	0.57	....	.....
212	315.....	Ouaquaga	Colesville	1.00	.....	....	1.00	....	.....
213	356.....	River Road—Windsor, Part 2	Windsor	2.83	.....	....	2.83	....	.....
214	355.....	River Road—Windsor, Part 1	Windsor	1.86	.....	....	1.86	....	.....
265[2]	317.....	Deposit	Sanford	2.78	.....	....	2.78	....	.....
266[5]	346.....	Tunnel	Colesville	1.67	.....	....	1.67	....	.....
267[6]	276, 357...	Castle Creek	Chenango	5.84	.....	....	5.84	....	.....
268[7]	267.....	Bridge	Chenango	1.00	.....	....	1.00	....	.....
274[9]	318.....	Gulf Bridge	Chenango	1.75	.....	....	1.75	....	.....
275	351.....	Union—Maine	Union	3.00	.....	....	3.00	....	.....
374	359, 361...	Maine	Union	0.62	.....	....	3.36	....	.....
			Maine	2.74	.....	....			
375[1]	471.....	Barker	Barker	0.62	.....	....	0.62	....	.....
420[8]	364, 462...	Vestal	Vestal	3.64	.....	....	3.64	....	.....
421	353, 354, 366	Conklin	Conklin	7.82	.....	....	7.82	....	.....

444[2]	362.....	Riverside Drive.....	Union.....	1.14	.....	....	1.14	....	.....
445	463.....	Lisle—Center Lisle.....	Lisle.....	2.71	.....	....	2.71	....	.....
834	350, 363...	Kirkwood—River.....	Kirkwood.....	7.48	.....	....	7.48	....	.....
858	472.....	Whitney Point—Upper Lisle.....	Triangle.....	4.24	.....	....	4.24	....	.....
902	370, 371...	Glen Aubrey—Whitney Point.....	Nanticoke.....	5.29	.....	....	5.29	....	.....
963	552.....	Port Crane—North Fenton.....	Fenton.....	6.02	.....	....	6.02	....	.....
1106	570.....	Harpursville—Ouaquaga.....	Colesville.....	5.09	.....	....	5.09	....	.....
1161	V-302, 3320	Lestershire Village: Main Street....	Union.....	....	Johnson City, v.	0.41	0.41	....	.....
1238	V-238, 3316	Union Vill.: Main and Nanticoke Sts	Union	....	Union, v.....	1.03	1.03	....	.....
1239	V-240, 3317, 3318.....	Windsor Village: Main Street.....	Windsor	....	Windsor, v....	0.68	0.68	....	.....
1240	3186.....	Binghamton City: Conklin Avenue.	.....	....	Binghamton, c.	0.87	0.91	....	.....
			Binghamton.....	0.04	.....	....			
1241	2259.....	Chenango Forks—North Fenton....	Fenton.....	2.30	.....	....	2.30	....	.....
1449	2250, 2921..	Maine—Glen Aubrey.....	Maine.....	5.35	.....	....	.....	5.35	.....
1450	3650.....	Castle Creek—Whitney Point.....	Barker.....	6.93	.....	....	.....	6.93	.....
1451	2253, 3099..	Stella—New Ireland.....	Dickinson.....	1.51	.....	....	.....	4.70	.....
			Union.....	1.87	.....	....			
			Maine.....	1.32	.....	....			
1486	V-358, 3648	Whitney Point—Lisle.....	Triangle.....	0.43	Whitney Pt., v.	1.32	.....	2.78	.....
			Lisle.....	1.03	.....	....			
1487	358, 3649...	Chenango Bridge—Kattelville.....	Chenango.....	4.08	.....	....	.....	4.08	.....
			Towns.....	110.26	.....	....	86.42	23.84	.....
			Villages....	.....	.....	4.39	4.39	....	.....
			Cities.....	.....	.....	0.87	0.87	....	.....
			Totals.....	110.26	.....	5.26	91.68	23.84	.....

[1] Included in State Route No. 8.
[2] Included in State Route No. 4.
[3] Included in State Route No. 7.
[4] 0.70 mile included in State Route No. 7.
[5] 0.83 mile included in State Route No. 7.
[6] Included in State Route No. 4-A. Original contract 6.00 miles, reduced through change of alignment.
[7] 0.80 mile included in State Route No. 8.
[8] 2.85 miles included in State Route No. 4.
[9] 0.12 mile on State Route No. 8.
* Exclusive of villages.

BROOME COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5022	4	8	Binghamton—Windsor, Part 1	Kirkwood	2.84			3.00	....	.....
				Windsor	0.16					
5148	4	7	Binghamton—Windsor, Part 3	Windsor	3.68		....	3.68	....	.....
5200[1]	7	14	Nineveh—Afton	Colesville	0.43		....	0.43	....	.....
5215[2]	4	17	Owego—Binghamton	Vestal	0.77		....	0.77	....	.....
5241[3], 5241-A	4	6	Binghamton—Windsor, Part 4	Windsor	3.15		....	3.15	....	.....
5242[4]	7	8, 10	Port Crane—Sanitaria Springs	Fenton	2.63			3.22	....	.....
				Colesville	0.59					
5243, 5243-A, 5243-B[5]	7	11, 12	Sanitaria Springs—Harpursville	Colesville	8.82		....	8.82	....	.....
5338[6]	4	1, 3–5	Windsor—Deposit	Windsor	5.67	Windsor, v.	1.63	13.36	....	.....
5338-A	Pet. V-1079			Sanford	5.21	Deposit, v.	0.85			
5339	4	10	Binghamton City: Court Street	....	....	Binghamton, c.	1.05	1.05	....	.....
5377[7]	4	12, 14	Riverside Drive—Binghamton	Union	0.25	Johnson City, v.	0.17	1.66	....	0.25
				....	....	Binghamton, c.	1.49			
5390	4 Pet. V-1156	9	Binghamton City: State Hospital	....	....	Binghamton, c.	0.83	0.83	....	.....
5412[8]	4	16	Union Village: Main and Bridge Streets	Union	....	Union, v.	0.28	0.28	....	.....
5413	8	2	Binghamton City: Front Street	....	....	Binghamton, c.	0.82	0.82	....	.....
5440	7 Pet. V-1190	5	Binghamton City: North Chenango Street	....	....	Binghamton, c.	0.41	0.41	....	.....

5506	7 6 / Pet. V-1003	Port Dickinson Village: North Chenango Street	Dickinson	....	Pt. Dickinson, v	1.27	1.27	....	.....
			Towns	34.20	.....	....	33.95	....	0.25
			Villages	.....	.....	4.20	4.20	....	.....
			Cities	.....	.....	4.60	4.60	....	.....
			Totals	34.20	.....	8.80	42.75	....	0.25

CATTARAUGUS COUNTY

COUNTY HIGHWAYS.

	Petition No.								
601 [9]	1727, 1728..	Olean—Allegany	..... / Allegany	.... / 1.25	Olean, c / Allegany, v	0.78 / 1.06	3.09	....	.....
695 [11]	2231.....	Otto—Cattaraugus	New Albion	1.20	.....	....	1.20	....	.....
696 [10]	2230.....	Otto—East Otto, Part 1	Otto	4.04	.....	....	4.04	....	.....
697 [11]	2229.....	Otto—East Otto, Part 2	East Otto	2.27	.....	....	2.27	....	.....
730	1725.....	Portville—Olean, Part 1	Portville	3.44	.....	....	3.44	....	.....
731	1726.....	Portville—Olean, Part 2	..... / Olean	.... / 0.82	Olean, c /	1.23 /	2.05	....	.....
872	V-34, 1725..	Portville Village	Portville	....	Portville, v	0.64	0.64	....	.....
958	789.....	Gowanda—Dayton	Persia / Dayton	1.52 / 2.75	..... /	.... /	4.27	....	.....

[1] Part in Chenango county. Total length 5.61 miles.
[2] Part in Tioga county. Total length 10.72 miles.
[3] Original contract forfeited. Relet as No. 5241-A.
[4] Original contract forfeited. Completed by department forces.
[5] Original contract (8.96 miles) forfeited. 4.56 miles built as 5243-A and 4.05 as 5243-B.
[6] Total length 13.74 miles, part in Delaware county. Original contract 13.36 miles in Broome county. 3.08 miles cancelled and relet as part of No. 5338-A.
[7] Original contract 1.91 miles. 0.25 mile in the town of Union omitted from construction.
[8] Original contract cancelled before work started.
[9] Included in State Route No. 4.
[10] Original contract 4.10 miles, of which 4.04 miles were built, $20,500 were appropriated from first fifty million, $12,363.66 special appropriation.
[11] $20,000 special appropriation to complete Nos. 695 and 697.
* Exclusive of villages.

CATTARAUGUS COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
959	2785.....	Randolph—Rutledge, Part 2.....	Conewango.....	3.86	.....	....	3.86	....	.....
960	2784.....	Rutledge—Leon, Part 2.....	Leon.....	2.80	.....	....	2.80	....	.....
1024	V-166, 2993.	Gowanda Village.....	Persia.....	....	Gowanda, v...	0.77	0.77	....	.....
1170	3204.....	Yorkshire Hamlet: Main Street.....	Yorkshire.....	0.44	.....	....	0.44	....	.....
1254	2968, 3027..	Rutledge—Leon, Part 1.....	Conewango.....	2.97	.....	....	.....	4.43	.....
			Leon.....	1.46	.....	....			
1269	1732, 1733, 3090.....	Little Valley—Cattaraugus, Part 1..	Little Valley.....	0.67	Little Valley, v	0.73	5.62	....	.....
			Mansfield.....	0.18	.....	....			
			New Albion.....	4.04	.....	....			
1275	3581..... 2278, V-343.	Little Valley—Cattaraugus, Part 2..	New Albion.....	2.26	Cattaraugus, v.	1.69	3.95	....	.....
1305	3203, 3704..	Salamanca—Ellicottville, Part 1....	Great Valley.....	4.39	.....	....	5.38	....	.....
			.....	....	Salamanca, c...	0.99			
1479	1754.....	Arcade—Farmersville, Part 2	Freedom.....	4.15	.....	....	.....	....	4.15
1480	3675.....	Leon—Wesley, Part 1.....	Leon.....	3.00	.....	....	.....	....	3.00
1509.....	3203, 2226 V-376, 3728 2227.....	Salamanca — Ellicottville, Part 2...	Great Valley.....	3.25	.....	....	.....	....	.....
			Ellicottville.....	1.51	Ellicottville, v..	0.92	.....	....	5.68
			Towns....	52.27	.....	....	35.93	4.43	11.91
			Villages...	....	.....	5.81	4.89	....	0.92
			Cities.....	....	.....	3.00	3.00	....	.....
			Totals....	52.27	.....	8.81	43.82	4.43	12.83

STATE HIGHWAYS.

	Route No.	Section									
5066	4	4	Olean—Hinsdale, Part 1	Olean	2.94			2.94	....	.....
5099	4 Pet. V-1019	5	Olean City		....	Olean, c.	0.36	0.36	....	.....
5137	4	1—3	Olean—Hinsdale—Cuba	Hinsdale	8.46		....	8.77	....	.....
				Ischua	0.31		....			
5174[1]	4	1	Cuba—Friendship	Hinsdale	0.12		....	0.12	....	.....
5258[2]	4 Pet. V-1070	15	Little Valley—Randolph, Part 3	Cold Spring	0.38		....	6.74	....	.....
				Napoli	0.04		....			
5258-A				Conewango	....	E. Randolph, v.	0.10			
				Randolph	....	E. Randolph, v.	1.09			
				Randolph	3.13	Randolph, v.	2.00			
5259[3]	4 Pet. V-1066	12	Salamanca—Little Valley, Part 2	Little Valley	5.28	Little Valley, v.	1.55	6.83	....	.....
5259-A										
5264	4	7	Allegany—Vandalia	Allegany	4.30	Allegany, v.	0.20	4.50	....	.....
5265[4]	4 Pet. V-1084	10, 11	Salamanca—Little Valley, Part 1	Great Valley	0.15		....	4.31	....	.....
5265-A					....	Salamanca, c.	4.16			
5405[6]	4 Pet. V-1189	6	Allegany Village: Main Street	Allegany	....	Allegany, v.	....	....	....	....
5418[5]	4	9	Carrollton—Killbuck	Great Valley	2.78		....	4.41	....	.....
				Carrollton	1.63		....			
5430[5]	4	8	Vandalia—Carrollton	Allegany	0.14		....	3.88	....	.....
				Carrollton	0.47		....			
				Carrollton	3.27		....			

[1] Total length 4.70 miles. Part in Allegany county.
[2] 0.38 mile in Cold Spring, 0.04 mile in Napoli, 0.10 mile in Conewango and East Randolph village, 4.83 miles in Randolph (of which 1.09 miles were in East Randolph village and 0.60 mile in Randolph village) cancelled and relet as No. 5258-A.
[3] 4.14 miles in Little Valley township and 0.15 mile in village cancelled and relet as No. 5259-A.
[4] 0.93 mile in Salamanca cancelled and relet as No. 5265-A. 2.74 miles in Allegany Indian Reservation.
[5] All in Allegany Indian Reservation.
[6] Plans call for 0.61 mile, which was originally built as No. 601.
* Exclusive of villages.

CATTARAUGUS COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5543	17	1, 2	Hinsdale—Franklinville, Part 1	Hinsdale	1.09					
				Ischua	5.89			.....	6.98	.....
5544	17 Pet. V-1198	3, 4	Hinsdale—Franklinville, Part 2	Franklinville	5.53	Franklinville, v.	1.35	.....	6.88	.....
5607	17	5, 6	Franklinville—Machias	Farmersville	1.84					
				Machias	2.89			.....	4.73	.....
5608	17	7	Machias—Delavan, Part 1	Machias	2.17			.....	2.17	.....
				Towns	52.81			33.40	19.41	.....
				Villages	.....		6.29	4.94	1.35	.....
				Cities	.....		4.52	4.52	.....	.....
				Totals	52.81		10.81	42.86	20.76	.....

CAYUGA COUNTY

COUNTY HIGHWAYS.

	Petition No.									
383	126		Owasco	Owasco	2.19			2.19		
384	519, 574		Fleming	Fleming	3.17			3.17		
590[1]	1181, 1460		Auburn—Seneca Falls, Part 1	Aurelius	7.96			7.96		
591	1162, 1470		Moravia—Niles	Niles	5.33					
				Moravia	5.52			10.85		
592[3]	1198, 1459		Auburn—Elbridge	Sennett	4.91					
				Brutus	0.66			5.57		

614	1161, 1461..	Auburn—Owasco.....	Owasco.....	6.08	.....	....	6.08	....	.....
684	1199, 1200..	Cato—Meridian—Baldwinsville,Pt.1	Ira.....	1.19	.....	....	4.40	....	.....
			Cato.....	3.21	.....	....			
685[2]	1286, 1482..	Sterling—Oswego County Line.....	Sterling.....	4.87	.....	....	4.87	....	.....
686[4]	1189, 1194, V-22.....	Weedsport—Cato.....	Brutus.....	0.98	.....	....	8.60	....	.....
			Cato.....	6.52	Cato, v.....	0.50			
			Ira.....	....	Cato, v.....	0.60			
686-A	1189, 1194..	Weedsport—Cato.....	Brutus.....	0.06	.....	....	0.12	....	.....
			Cato.....	0.06	.....	....			
687	1482, 1483..	Fairhaven—Sterling—Martville....	Sterling.....	5.30	.....	....	5.30	....	.....
687-A	1482.....	Fairhaven—Sterling—Martville....	Sterling.....	0.12	Fairhaven, v...	0.05	0.17	....	.....
752	1463, 2449, 2440, 1464..	Auburn—Wyckoff.....	Owasco.....	0.11	.....	....	2.75	....	.....
			Fleming.....	2.64	.....	....			
753	1186.....	Fleming—Scipio	Fleming.....	1.40	.....	....	1.40	....	.....
852	V-13.....	Meridian Village.....	Cato.....	....	Meridian, v....	0.81	0.81	....	.....
1016	1473, 2254, 3080.....	Groton—Locke—Moravia.....	Locke.....	6.24	.....	....	7.96	....	.....
			Moravia.....	0.50	Moravia, v.....	1.22			
1173	3153, 3362, V-231, V-274	Auburn—Union Springs.....	.....	....	Auburn, c.....	0.13	9.62	....	.....
			Aurelius.....	4.26	.....	....			
			Springport.....	3.97	Union Springs,v	1.26			
1174	3161.....	Victory—Cato.....	Victory.....	4.14	.....	....	5.51	....	.....
			Conquest.....	0.33	.....	....			
			Ira.....	0.52	.....	....			
			Cato.....	0.01	Cato, v.....	0.51			

[1] Included in State Route No. 6.
[2] Original contract 4.88 miles; 4.87 miles constructed.
[3] Original contract 5.61 miles ; 5.43 miles constructed under original contract. Balance completed under division engineer. Included in State Route No. 6.
[4] Original contract 8.72 miles; 8.60 miles constructed.
* Exclusive of villages.

CAYUGA COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1175	2883, V-270	Fairhaven Village	Sterling	0.42	Fairhaven, v.	1.40	1.82	....	.....
1317 [3]	1194, 2727, V-334, V-343	Auburn—Weedsport	.....	....	Auburn, c.	0.74	.....	8.00	.....
			Sennett	4.08	.....	....			
			Brutus	2.11	Weedsport, v.	1.07			
1327	1187	Fleming—Scipio, Part 2	Scipio	6.06	.....	....	.....	6.06	.....
1414	1478	Venice Center—Genoa	Venice	5.45	.....	....	.....	5.45	.....
			Towns	100.37	.....	....	82.67	17.70	.....
			Villages	.....	.....	7.42	6.35	1.07	.....
			Cities	.....	.....	0.87	0.13	0.74	.....
			Totals	100.37	.....	8.29	89.15	19.51	.....

STATE HIGHWAYS.

	Route No.	Section							
5012	11	7	Fleming—Auburn	Fleming	2.75	.....	....	2.75	....	.....
5042 [1]	6	7	Auburn—Seneca Falls, Part 2	Montezuma	0.33	.....	....	0.33	....	.....
5101	6	3	Auburn City	.....	....	Auburn, c.	2.03	2.03	....	.....
	11	8								
	Pet. V-1035									
5244	11	4—6	Poplar Ridge—Fleming	Venice	1.74	.....	....	11.52	....	.....
				Scipio	6.08	.....	....			
				Fleming	3.70	.....	....			

5525	11	2, 3	King Ferry—Poplar Ridge	Ledyard	1.09		....	4.58	....	.....
				Venice	2.32		....			
				Genoa	1.17		....			
5609	20	3, 4	Port Byron—Weedsport	Mentz	1.26	Port Byron, v..	1.03	.....	3.89	.....
				Brutus	1.05	Weedsport, v...	0.55			
5610	20	5	Montezuma—Port Byron	Montezuma	2.18		....	.....	4.39	.....
				Mentz	2.21		....			
				Towns	25.88		....	19.18	6.70	.....
				Villages	.....		1.58	.....	1.58	.....
				Cities	.....		2.03	2.03	....	.....
				Totals	25.88		3.61	21.21	8.28	.....

CHAUTAUQUA COUNTY

COUNTY HIGHWAYS.

	Petition No.									
698[2]	628	.....	Falconer—Kennedy	Ellicott	1.03		....	1.03	....	.....
857	2307, 2352	..	Roberts Road	Sheridan	0.57		....	1.62	....	.....
				Dunkirk	1.05		....			
873	2301	.....	Brocton—Stockton, Part 1	Portland	2.91		....	2.91	....	.....
938	2304, 2890	..	Cassadaga—Fredonia	Pomfret	5.58		....	5.58	....	.....
939	2320	.....	Cutting—French Creek	French Creek	6.63		....	6.63	....	.....
940	2325, 2327	..	Jamestown—Frewsburg	Kiantone	3.39		....	4.25	....	.....
				Carroll	0.86		....			

[1] Total length 3.33 miles. Part in Seneca county.
[2] Included in State Route No. 4.
[3] 0.52 miles included in State Route No. 20.

CHAUTAUQUA COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1011	2336, 2882..	Brocton—Stockton, Part 2.....	Stockton.....	4.70	.....	....	4.70	....	.....
1012 [1]	2335, 2337..	Sinclairville—Cassadaga, Part 2....	Charlotte.....	1.47	.....	....	3.30	....	.....
1012-A [1]			Stockton.....	1.83	.....	....			
1026	2322.....	Jamestown—Stockton, Part 1.....	Ellicott.....	3.99	.....	....	.....	3.99	.....
1027	2320, 2358..	French Creek—Findley Lake.....	French Creek.....	1.67	.....	....	.....	4.33	.....
			Mina.....	2.66	.....	....			
1061	V-195, 3155	Dunkirk City.....	.....	....	Dunkirk, c....	0.59	0.59	....	.....
1062	V-150.....	Fredonia Village.....	Pomfret.....	....	Fredonia, v....	1.59	1.59	....	.....
1169	2313.....	Chautauqua Lake, Part 5.....	Chautauqua.....	0.61	.....	....	0.61	....	.....
1296	V-208.....	Brocton Village: Mill Street.....	Portland.....	0.01	Brocton, v.....	0.76	0.77	....	.....
1297	3244.....	Ripley—Sherman, Part 1.....	Ripley.....	3.54	.....	....	3.54	....	.....
1298	3566.....	Cassadaga—Burnhams.....	Stockton.....	0.91	.....	....	0.91	....	.....
1379	V-204, 3535	Jamestown City: Foote Ave.....	.....	....	Jamestown, c..	0.74	.....	0.74	.....
1380	2323, 2349, 2314.....	Jamestown—Ashville.....	Ellicott.....	1.48	.....	....	.....	5.65	.....
			Busti.....	1.23	Lakewood, v...	2.56			
			Harmony.....	0.38	.....	....			
1381	2341.....	Fredonia—South Dayton, Part 3...	Villenova.....	3.90	.....	....	.....	3.90	.....
1469	V-187, 3735, 2309, 3194..	Silver Creek—Forestville.....	Hanover.....	4.50	Silver Creek, v.	0.42	.....	4.94	.....
			Hanover.....	....	Forestville, v...	0.02			
1470	3736, 2344, 2331.....	Kennedy—Ellington.....	Poland.....	0.89	.....	....	.....	....	4.19
			Ellington.....	3.30	.....	....			
1471	2332.....	Pratt Corner—Sinclairville.....	Ellicott.....	0.02	.....	....	.....	....	5.85
			Gerry.....	5.83	.....	....			

					Towns.....	64.94	.....	....	35.09	19.81	10.04
					Villages....	.....	.....	5.35	2.35	3.00	.....
					Cities.....	.....	.....	1.33	0.59	0.74	.....
					Totals.....	64.94	.....	6.68	38.03	23.55	10.04

STATE HIGHWAYS.

	Route No.	Section								
5053	4	3	Levant—Poland Center.....	Poland.....	2.54	.....	....	2.54	....	.....
5067	4	5	Falconer Village.....	Ellicott.....	....	Falconer, v....	1.06	1.06	....	.....
5151	4	1, 2	Poland Center—Waterboro.....	Poland.....	5.19	.....	....	5.19	....	.....
5201	4 Pet. V-1076	7	Jamestown City.....	.....	....	Jamestown, c..	1.48	1.48	....	.....
5217 5217-A [2]	4	8	Jamestown—Bemus Point.....	Ellicott.....	2.23	.....	....	7.96	....	.....
				Ellery.....	5.73	.....	....			
5245 5245-A [3]	4	9	Bemus Point—Dewittville.....	Ellery.....	4.65	Bemus Point, v.	1.30	5.95	....	.....
5262	18	5	Fredonia—Silver Creek, Part 1.....	Pomfret.....	0.90	Fredonia, v....	0.74	2.15	....	.....
				Sheridan.....	0.51	.....	....			
5263 5263-A [4]	4	10	Dewittville—Mayville.....	Chautauqua.....	4.65	Mayville, v....	0.82	5.47	....	.....
5320	4 Pet. V-1078	12	Westfield Village.....	Westfield.....	....	Westfield, v....	1.07	1.07	....	.....
5434	4	11	Mayville—Westfield.....	Chautauqua.....	2.54	.....	....	4.44	....	.....
				Westfield.....	1.90	.....	....			

[1] 0.18 mile in Charlotte and 1.33 miles in Stockton, cancelled and re-let as No. 1012-A.
[2] Original contract 7.96 miles. 6.82 miles cancelled and re-let as No. 5217-A.
[3] Original contract cancelled. Re-let as No. 5245-A.
[4] Original contract cancelled. Re-let as No. 5263-A.
* Exclusive of villages.

CHAUTAUQUA COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5434-A	4	11	Mayville—Westfield	Westfield	0.06	.....	....	0.06	....	.....
5452	18 Pet. V-1176	9	Irving—Silver Creek	Hanover	2.94	Silver Creek, v	0.59	3.53	....	.....
5593	4	10½	Mayville Village: Erie Street	Chautauqua	....	Mayville, v	0.79	.....	0.79	.....
				Towns	33.84	.....	....	33.84	....	.....
				Villages	.....	.....	6.37	5.58	0.79	.....
				Cities	.....	.....	1.48	1.48	.....	.....
				Totals	33.84	.....	7.85	40.90	0.79	.....

CHEMUNG COUNTY

COUNTY HIGHWAYS

	Petition No.								
13	52	Southport, Part 1	Southport	2.60	.....	....	2.60	....	.....
28	52	Southport, Part 2	Southport	3.41	.....	....	3.41	....	.....
29	52	Southport, Part 3	Southport	1.06	.....	....	1.06	....	.....
30	53	South Broadway	Southport	1.02	.....	....	1.02	....	.....
355	225	Wellsburg—Elmira	Southport	1.47	.....	....	4.48	....	.....
			Ashlands	3.01	.....	....			
356[1]	485	Erin—Horseheads	Horseheads	6.07	.....	....	9.17	....	.....
			Erin	3.10	.....	....			
357[2]	486	Grand Central Avenue, Part 1	Elmira	0.08	.....	....	1.57	....	.....
			Horseheads	1.49	.....	....			

358[3]	487.....	Horseheads—Corning.....	Horseheads.....	1.15	.....	....	7.08	....	.....
			Big Flats.....	5.93	.....	....			
725[2]	486, 2489...	Grand Central Avenue, Part 2.....	Elmira.....	....	Elmira Hgts., v.	0.27	0.90	....	.....
			Horseheads.....	....	Elmira Hgts., v.	0.63			
888	908.....	Horseheads—Catlin.....	Big Flats.....	3.35	.....	....	3.76	....	.....
			Catlin.....	0.41	.....	....			
946	2905, 2906..	Fitch Bridge—Elmira.....	Big Flats.....	0.23	.....	....	1.98	....	.....
			Elmira.....	1.75	.....	....			
1093	3178, V-193	Elmira City: West Church Street...	.....	....	Elmira, c.....	0.36	0.36	....	.....
1094	3179, V-193	Elmira City: Pennsylvania Avenue.	.....	....	Elmira, c.....	1.10	1.10	....	.....
1095[2]	3180, V-193	Elmira City: South Broadway.....	.....	....	Elmira, c.....	1.12	1.12	....	.....
1096	3177, V-193	Elmira City: Maple Avenue.....	.....	....	Elmira, c.....	0.51	0.51	....	.....
1195	3461, V-317	Elmira City: Division Street and Grand Central Avenue.....	.....	....	Elmira, c.....	1.14	1.14	....	.....
1310	2927, 3012..	Seely Creek—Steuben County Line.	Southport.....	4.02	.....	....	4.02	....	.....
1311	909.....	Erin—Van Etten—Spencer, Part 1..	Erin.....	4.22	.....	....	....	6.87	.....
			Van Etten.....	2.65	.....	....			
1378	V-368, 3570, 3684.....	Elmira—North Elmira.....	.....	....	Elmira, c.....	1.19	.....	4.14	.....
			Elmira.....	0.09	Elmira Hgts., v.	0.42			
			Horseheads.....	....	Elmira Hgts., v.	0.67			
			Horseheads.....	1.65	Horseheads, v..	0.12			
			Towns.....	48.76	.....	....	40.15	8.61	.....
			Villages.....	.....	.....	2.11	0.90	1.21	.....
			Cities.....	.....	.....	5.42	4.23	1.19	.....
			Totals.....	48.76	.....	7.53	45.28	11.01	.....

[1] Included in State Route No. 9.
[2] Included in State Route No. 4.
[3] Original contract 7.14 miles. 7.08 miles constructed. Included in State Route No. 4.
* Exclusive of villages.

CHEMUNG COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5048	4	4	Lowman—Waverly, Part 1	Ashland	0.11			2.50	....	.....
				Chemung	2.39					
5162	4	12	Horseheads Village	Horseheads	....	Horseheads, v.	1.91	1.91	....	.....
	9	1								
5207	4	5	Elmira—Lowman	Elmira	3.92			5.47	....	.....
				Ashland	1.55					
5208[4] 5208-A	12	1, 2	Horseheads—Montour Falls	Horseheads	1.75	Horseheads, v.	0.67	8.80	....	0.40
				Catlin	0.87					
				Veteran	5.91					
5218	4	3	Lowman—Waverly, Part 2	Chemung	4.27		....	4.27	....	.....
5289[2]	4	1	Lowman—Waverly, Part 3	Chemung	2.68		....	2.68	....	.....
5392	4	6	Elmira City: East Water Street		....	Elmira, c.	0.76	0.76	....	.....
	Pet. V-1130									
5432[1]	39-A	1, 2	Horseheads—Cayuta	Horseheads	1.07			.....	7.86	.....
				Veteran	6.79					
				Towns	31.31		....	23.05	7.86	0.40
				Villages	.....		2.58	2.58	....	.....
				Cities	.....		0.76	0.76	....	.....
				Totals	31.31		3.34	26.39	7.86	0.40

COUNTY HIGHWAYS.

CHENANGO COUNTY

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
112	119	Norwich—Plymouth	Norwich	1.09			4.84	....	.....
			Plymouth	3.75					

218[3]	282.....	Greene—Smithville Flats.....	Greene.....	3.86	.....	....	4.68	....	.....
			Smithville.....	0.82	.....	....			
224	283.....	Oxford—McDonough.....	Oxford.....	1.52	.....	....	5.82	....	.....
			Preston.....	2.68	.....	....			
			McDonough.....	1.62	.....	....			
225	278–281...	Guilford.....	Guilford.....	5.75	.....	.....	5.75	....	.....
505[5]	493, 496...	Norwich—North Norwich.....	Norwich.....	0.99	.....	....	4.59	....	.....
			North Norwich.....	3.60	.....	....			
596[9]	771-P.....	Norwich—South New Berlin, Part 1	Norwich.....	3.29	.....	....	3.29	....	.....
596-A	771-P.....	Norwich—South New Berlin, Part 1	Norwich.....	0.38	.....	....	0.38	....	.....
597	492, 771...	Norwich—Kings Settlement, Part 1	Norwich.....	1.01	.....	....	3.55	....	.....
			North Norwich.....	2.54	.....	....			
598[8]	494, 771-R	Norwich—Preston.....	Norwich.....	1.89	.....	....	4.86	....	.....
			Preston.....	2.97	.....	....			
598-A	494.....	Norwich—Preston.....	Preston.....	0.22	.....	....	0.22	....	.....
599[7]	771-Y & Z.	Otselic—Smyrna, Part 2.....	Smyrna.....	6.44	.....	....	6.44	....	.....
663	495, 771-X.	Otselic—South Otselic, Part 2.....	Pharsalia.....	0.49	.....	....	4.38	....	.....
			Otselic.....	3.89	.....	....			
664	771-X.....	Otselic—South Otselic, Part 1.....	Otselic.....	4.33	.....	....	4.33	....	.....
665	501.....	Oxford—McDonough, Part 2.....	McDonough.....	5.13	.....	....	5.13	....	.....
666	771-U & S.	Plymouth—Kirk.....	Plymouth.....	4.86	.....	....	4.86	....	.....
667	771.....	Rockdale—Mt. Upton.....	Guilford.....	2.33	.....	....	2.33	....	.....
668[6]	771.....	Bainbridge—East Guilford, Part 2..	Bainbridge.....	0.66	.....	....	1.12	....	.....
			Guilford.....	0.46	.....	....			

[1] Total length 8.98 miles, part in Schuyler county. Cancelled and re-let as No. 5432-A, which was forfeited.
[2] Part in Tioga county. Total length 3.65 miles.
[3] Included in State Route No. 10.
[4] Total length 12.39 miles. 3.19 miles in Schuyler county. 0.40 mile at grade crossing in Veteran (cancelled) to be re-let as No. 5208-A.
[5] Included in State Route No. 9.
[6] Original plans 5.05 miles. Included in State Route No. 7 and 2.87 miles built as No. 5013.
[7] Original contract 6.48 miles. 6.44 miles constructed.
[8] Original plans 5.09 miles, of which 0.11 mile was omitted; also 0.13 mile reconstructed under 598-A.
[9] Original construction 3.42 miles; 0.13 mile reconstructed under 596-A.
* Exclusive of villages.

CHENANGO COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
704	502, 503....	New Berlin—Columbus.....	New Berlin.....	0.99	.....	....	4.71	....	.....
			Columbus.....	3.72	.....	....			
705	1509.....	Sherburne—Furman Mill.....	Sherburne	3.81	.....	....	3.81	....	.....
706 [1]	771-B.....	North Norwich—Sherburne.....	.....	....	.....	....	.....	....	.....
707 [2]	771-C & J..	Smithville Flats—Long Pond.....	Smithville.....	1.83	.....	....	.....	....	1.83
806	771, V-250..	South New Berlin—New Berlin, Part 2.....	New Berlin.....	4.15	New Berlin, v..	1.48	5.63	....	.....
807	771.....	Kirk—North Pharsalia.....	Plymouth.....	1.92	.....	....	.....	....	5.68
			Pharsalia.....	3.76	.....	....			
808 [3]	2717.....	Norwich Village.....	.....	....	Norwich. c.....	0.97	0.97	....	.....
809	771, 2718...	Smyrna Village.....	Smyrna.....	....	Smyrna, v.....	0.70	0.70	....	.....
1013	3069.....	Plymouth Hamlet.....	Plymouth.....	0.19	.....	....	0.19	....	.....
1014	3068.....	McDonough Hamlet.....	McDonough.....	0.08	.....	....	0.08	....	.....
1156	V-192, 3423.	Oxford Village.....	Oxford.....	....	Oxford, v.....	0.82	0.82	....	.....
1171	2893, V-244, 771.....	Afton—Coventry, Part 1, and Coventry—Bettsburg.....	Afton.....	5.60	Afton, v.....	1.52	.....	7.12	.....
1394	771.....	Norwich—So. New Berlin, Pt. 2, & So. New Berlin—New Berlin, Pt. 1	New Berlin.....	7.09	.....	....	.....	7.09	.....
1395	771 (52)....	East Guilford—Rockdale.....	Guilford.....	2.91	.....	....	2.91	....	.....
1473	771 (45)....	Otselic—Smyrna, Part 1.....	Otselic.....	2.19	.....	....	.....	3.06	.....
			Smyrna.....	0.87	.....	....			
1497	771, 3141...	Rockwell Mills—South New Berlin.	Norwich.....	3.00	.....	....	.....	....	.....
			New Berlin.....	1.78	.....	....	.....	....	4.78

1510	771.....	Afton—Coventry, Part 2.....	Coventry.....	2.92	.....	....	.....	....	2.92
			Towns....	113.38	.....	....	82.42	15.75	15.21
			Villages...	....	.....	4.52	3.00	1.52	.....
			Cities.....	....	.....	0.97	0.97	....	.....
			Totals....	113.38	.....	5.49	86.39	17.27	15.21

STATE HIGHWAYS.

	Route No.	Section								
5013	7	5, 7	Bainbridge—Unadilla, Part 1.....	Bainbridge.....	2.49	Bainbridge, v..	1.13	3.62	....	.....
5057	8	10	Norwich Village.....	.....	....	Norwich, c.....	0.51	0.51	....	.....
5121	8 Pet. V-1042	13,14,16	North Norwich—Sherburne.....	Sherburne.....	1.91	Sherburne, v...	0.54	6.88	....	.....
				North Norwich.....	4.43	.....	....			
5200[4]	7 Pet. V-1055	1, 2	Nineveh—Afton.....	Afton.....	4.29	Afton, v.....	0.89	5.18	....	.....
5216	7	8	Bainbridge—Unadilla, Part 2.....	Bainbridge.....	1.07	.....	....	1.07	....	.....
5260	10	2	Long Pond—Smithville Flats.....	Smithville.....	3.01	.....	....	3.01	....	.....
5261	7	3, 4	Afton—Bainbridge.....	Afton.....	2.30	.....	....	4.43	....	.....
				Bainbridge.....	2.13	.....	....			
5261-A[5]	7	3	Afton—Bainbridge.....	Afton.....	0.15	Afton, v.....	0.57	.....	....	0.72
5391	8 Pet. V-1082 Pet. V-1105	15	Sherburne Village.....	Sherburne.....	....	Sherburne, v...	0.40	0.40	....	.....

[1] Built as State Highway No. 5121 on Route No. 8.
[2] Original plans 4.84 miles, of which 0.91 mile was not on approved system. Included in State Route No. 10 and 3.01 miles constructed as No. 5260.
[3] 0.03 mile included in State Route No. 8.
[4] Part in Broome county. Total length 5.61 miles.
[5] New location to eliminate grade crossing.
* Exclusive of villages.

CHENANGO COUNTY — Concluded

STATE HIGHWAYS.

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5414	8 Pet. V-1086 Pet. V-1098	6-8	Norwich—Oxford	..... Norwich Preston Oxford	.... 4.33 0.19 2.84	Norwich, c.... .... Oxford, v.....	0.72 .... 1.56	9.64	....	.....
5454	7	6	Robbins Crossing	Bainbridge	0.20	.....	....	0.20	....	.....
5565	8 Pet. V-1211	1-2	Chenango Forks—Greene	Greene	6.80	Greene, v.....	0.98	7.78	....	.....
5568	8	17	Sherburne—Earlville	Sherburne	3.98	.....	....	3.98	....	.....
5585[1]	8	18	Earlville—Hamilton	Sherburne	....	Earlville, v.....	0.59	.....	0.59	.....
5623	8-A Pet. V-1223	1, 2	Oxford—Soldiers' Home	Oxford	0.56	Oxford, v.....	0.74	.....	1.30	.....
				Towns	40.68	.....	....	39.97	0.56	0.15
				Villages	....	.....	7.40	5.50	1.33	0.57
				Cities	.....	.....	1.23	1.23	....	.....
				Totals	40.68	.....	8.63	46.70	1.89	0.72

CLINTON COUNTY

COUNTY HIGHWAYS.

	Petition No.									
56	73.....		Plattsburg—Keeseville, Part 1.....	Plattsburg	2.82	.....	....	2.82	....	.....
57[2]	72.....		Windsor, Part 1.....	Champlain	1.00	.....	....	1.00	....	.....

136[2]	72.....	Windsor, Part 2.....	Champlain.....	1.75	.....	....	1.75	....	.....
137	73.....	Plattsburg—Keeseville, Part 2.....	Plattsburg.....	0.45	.....	....	4.52	....	.....
			Peru.....	4.07	.....	....			
138	231-A.....	Plattsburg—Mooers, Part 1.....	Beekmantown	0.04	.....	....	7.57	....	.....
			Chazy.....	7.53	.....	....			
258	73-A.....	Plattsburg—Keeseville, Part 3.....	Peru.....	2.71	.....	....	5.44	....	.....
			Ausable.....	2.73	.....	....			
259	231.....	Plattsburg—Mooers, Part 2.....	Plattsburg.....	2.24	.....	....	7.34	....	.....
			Beekmantown	5.10	.....	....			
260	231.....	Plattsburg—Mooers, Part 3.....	Chazy	0.86	.....	....	4.31	....	.....
			Altona.....	0.06	.....	....			
			Mooers.....	3.39	.....	....			
433[3]	715.....	Chazy—Chazy Landing; Obers Corners—Scotia.....	Chazy.....	4.60	.....	....	4.60	....	.....
476[4]	730.....	Ausable Forks—Clintonville.....	Black Brook.....	2.78	.....	....	5.38	....	.....
			Ausable.....	2.60	.....	....			
533	814.....	West Chazy—Chazy	Chazy.....	6.31	.....	....	6.31	....	.....
651[4]	730, 2556..	Clintonville—Keeseville.....	Ausable.....	5.58	.....	....	5.58	....	.....
652	977.....	Champlain—Perrys Mills.....	Champlain.....	3.25	.....	....	3.25	....	.....
776	2458.....	West Plattsburg.....	Plattsburg.....	7.26	.....	....	7.26	....	.....
777	69.....	Plattsburg—Cadyville, Part 1.....	Plattsburg.....	3.94	.....	....	4.33	....	.....
			Schuyler Falls.....	0.39	.....	....			
778[5]	120, 2172..	Mooers—Mooers Forks.....	.....	....	.....	....	.....	....	.....

[1] Total length 6.18 miles. Part in Madison county.
[2] Included in State Route No. 30.
[3] 0.40 mile included in State Route No. 22.
[4] Included in State Route No. 22.
[5] Constructed as State Highway No. 5102 on Route No. 30.
* Exclusive of villages.

CLINTON COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
779[1]	72.....	Plattsburg—Ingraham.....	Plattsburg.....	....	.....	....	.....	....	2.30
			Beekmantown	2.30	.....	....			
822	69.....	Cadyville—Moffittsville	Plattsburg.....	0.46	.....	....	6.72	....	.....
			Saranac.....	6.26	.....	....			
859[2]	V-15.....	Keeseville Village.....	Ausable.....	....	Keeseville, v....	0.67	0.67	....	.....
930	2897.....	Mooers Village.....	Mooers.....	....	Mooers, v.....	0.32	0.32	....	.....
1008	2606.....	Battleman Road.....	Champlain.....	1.28	.....	....	1.28	....	.....
1204	3022.....	Plattsburg City: Broad Street.....	.....	....	Plattsburg, c...	0.80	0.80	....	.....
1398	69, 3626....	Moffitsville—Franklin Co. Line....	Saranac.....	5.43	.....	....	.....	10.46	.....
			Black Brook.....	5.03	.....	....			
1488	2462, 2463..	Altona—Obers Corners.....	Altona.....	5.63	.....	....	.....	5.95	.....
			Chazy.....	0.32	.....	....			
1489	72.....	Chazy—Champlain.....	Champlain.....	3.34	.....	....	.....	....	3.34
			Towns.....	101.51	.....	....	79.46	16.41	5.64
			Villages....	....	.....	0.99	0.99	....	.....
			Cities.....	....	.....	0.80	0.80	....	.....
			Totals.....	101.51	.....	1.79	81.25	16.41	5.64

STATE HIGHWAYS.

	Route No.	Section							
5056	22	4	Keeseville—Ausable Chasm	Ausable.....	0.68	Keeseville, v...	1.58	2.26	....	.....
5102	30	6, 7	Mooers Forks—Champlain, Part 1..	Mooers.....	4.99	Mooers, v.....	1.48	6.47	....	.....

5191	22	7, 8	Plattsburg—Ausable Chasm, Part 1.	Plattsburg	3.24	.....	....	6.89	....	.....
				Peru	3.65	.....	....			
5197	22	9, 10	Plattsburg City	.....	....	Plattsburg, c...	1.79	1.79	....	.....
5199	22	14, 15	Chazy—Rouses Point	Chazy	1.18	.....	....	8.25	....	.....
				Champlain	7.07	.....	....			
5228	22 30 Pet.	16 1 V-1095	Rouses Point Village	Champlain	....	Rouses Point, v	2.24	2.24	....	.....
5311[2]	22	5, 6	Plattsburg—Ausable Chasm, Part 2.	Peru	1.62	.....	....	3.35	....	.....
				Ausable	1.73	.....	....			
5337	22	17	Rouses Point—Canadian Line	Champlain	1.91	Rouses Point, v	0.45	2.36	....	.....
5475	22 Pet.	9-A V-1178	Plattsburg City: Peru and Charlotte Streets	.....	....	Plattsburg, c...	0.30	0.30	....	.....
5485	30	8, 9	Mooers Forks—Ellenburg Depot	Mooers	7.26	.....	....	9.63	....	.....
				Altona	1.81	.....	....			
				Ellenburg	0.56	.....	....			
5520	30	10–12	Ellenburg Depot—Franklin County Line	Ellenburg	4.22	.....	....	11.83	....	.....
				Clinton	7.61	.....	....			
5594	22	11	Plattsburg—Ingraham, Part 1	Plattsburg	1.57	.....	....	.....	3.79	.....
				Beekmantown	2.22	.....	....			
				Towns	51.32	.....	....	47.53	3.79	.....
				Villages	....	.....	5.75	5.75	....	.....
				Cities	....	.....	2.09	2.09	....	.....
				Totals	51.32	.....	7.84	55.37	3.79	.....

[1] Included in State Route No. 22. Original plans 6.09 miles. 3.79 miles constructed as No. 5594.
[2] Part in Essex county. Total length 1.24 miles.
[3] Total length 4.92 miles. Part in Essex county.
[4] Exclusive of villages.

COLUMBIA COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
4[10]	7.....	Pittsfield—New Lebanon	New Lebanon.....	1.23	.....	....	1.23	....	.....
341[2]	310.....	Hudson—Stockport.....	.....	....	Hudson, c.....	0.09	2.60	....	.....
			Greenport.....	2.51	.....	....			
342	522.....	Chatham—Chatham Center, Part 2	Chatham.....	1.12	.....	....	1.12	....	.....
540[12]	1047.....	Chatham—Spencertown.....	Chatham.....	0.10	.....	....	4.32	....	.....
			Ghent.....	1.76	.....	....			
			Austerlitz.....	2.46	.....	....			
589[11]	1634.....	Nevis—Blue Store.....	Clermont.....	3.77	.....	....	3.77	....	.....
615[1]	1522, 1629, 2020.....	New Lebanon—Brainard.....	New Lebanon.....	8.03	.....	....	8.03	....	.....
649[4]	2021.....	Stottville.....	Stockport.....	1.02	.....	....	1.02	....	.....
650	2121.....	Hudson—Hollowville.....	Greenport.....	1.01	.....	....	5.66	....	.....
			Claverack.....	4.65	.....	....			
762	2121.....	Craryville—State Line.....	Copake.....	1.21	.....	....	6.02	....	.....
			Hillsdale.....	4.81	.....	....			
763[5]	2121.....	Hollowville—Craryville.....	Claverack.....	5.20	.....	....	.....	7.14	.....
			Hillsdale.....	0.48	.....	....			
			Taghkanic.....	0.45	.....	....			
			Copake.....	1.01	.....	....			
827[6]	2543.....	Chatham Center—Riders Mills.....	Chatham.....	6.70	.....	....	6.70	....	.....
1112	2976, 3330..	Stockport Station—Stockport.....	Stockport.....	1.85	.....	....	1.85	....	.....
1113	3065.....	Germantown—Clermont.....	Germantown.....	3.01	.....	....	5.80	....	.....
			Clermont.....	2.79	.....	....			
1152	3028.....	Smith Corners—Stockport Dock....	Stockport.....	1.18	.....	....	1.18	....	.....
1230	3221.....	Harlemville—Mellenville.....	Hillsdale.....	0.48	.....	....	4.95	....	.....
			Ghent.....	2.12	.....	....			
			Claverack.....	1.29	Philmont, v....	1.06			

1331	3220.....	Claverack—Chatham, Part 1.....	Claverack.....	4.27	.....	....	4.27	....	.....
1332	3222.....	Claverack—Chatham, Part 2.....	Ghent.....	6.78	Chatham, v....	0.99	.....	7.77	.....
			Towns.....	71.29	.....	....	56.38	14.91	.....
			Villages....	....	.....	2.05	2.05	....	.....
			Cities.....	....	.....	0.09	0.09	....	.....
			Totals.....	71.29	.....	2.14	58.52	14.91	.....

STATE HIGHWAYS.

	Route No.	Section								
5004 [9]	2	2	Blue Stores—Livingston.....	Livingston.....	2.64	.....	....	2.64	....	.....
5072 [7]	2	3	Livingston—Hudson, Part 1.....	Livingston.....	3.59	.....	....	3.59	....	.....
5073 [7]	2	4, 5	Livingston—Hudson, Part 2.....	Livingston.....	0.41	.....	....	5.08	....	.....
				Greenport.....	4.67	.....	....			
5074	1	18	Schodack Center—Valatie, Part 4..	Kinderhook.....	4.17	Valatie, v.....	0.15	4.32	....	.....
5103 [8]	2	9, 10	Stottville—Stuyvesant Falls.....	Stockport.....	5.20	.....	....	5.20	....	.....
5104 [8]	2	11-13	Stuyvesant Falls—Valatie.....	Stuyvesant.....	2.42	.....	....	5.64	....	.....
	1	17		Kinderhook.....	0.31	Kinderhook, v.	1.95			
				Kinderhook.....	....	Valatie, v.....	0.96			
5347	1	5	Hillsdale—Copake Iron Works.....	Hillsdale.....	0.27	.....	....	4.85	....	.....
				Copake.....	4.58	.....	....			
5574	2	6	Hudson City.....	.....	....	Hudson, c.....	1.17	1.17	....	.....
	Pet.	V-1160								
5629	1	9	Spencertown—Austerlitz.....	Austerlitz.....	5.02	.....	....	.....	5.02	.....
				Towns.....	33.28	.....	....	28.26	5.02	.....
				Villages....	....	.....	3.06	3.06	....	.....
				Cities.....	....	.....	1.17	1.17	....	.....
				Totals.....	33.28	.....	4.23	32.49	5.02	.....

[1] 6.56 miles included in State Route No. 21.
[2] Included in State Route No. 2.
[3] Included in State Route No. 1.
[4] 0.21 mile included in State Route No. 2.
[5] Original contract forfeited.
[6] Original contract 6.73 miles; 6.70 miles constructed.
[7-8] Items combined and let as one contract.
[9] Original plans 2.59 miles. Due to relocation a portion of No. 589 was included.
[10] 0.60 mile included in State Route No. 21.
[11] Included in State Route No. 2. 3.81 miles constructed, of which 0.04 mile was rebuilt under 5004-A.
[12] 3.09 miles included in State Route No. 1.
* Exclusive of villages.

CORTLAND COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
40[1]	93.....	Cuyler Road (Truxton Hamlet)....	Truxton.....	0.47	.....	....	0.47	....	.....
111[2]	161.....	Blodgetts Mills.....	Cortlandville.....	0.75	.....	....	0.75	....	.....
123	236.....	Preble—Homer	Preble.....	1.23	.....	....	1.23	....	.....
208[3]	250.....	Cortland—Homer	Cortlandville.....	0.53	.....	....	0.53	....	.....
215	292.....	Dryden.....	Cortlandville.....	2.00	.....	....	2.00	....	.....
377[4]	453.....	Cincinnatus.....	Cincinnatus.....	0.42	.....	....	0.42	....	.....
378[3]	454, 505, 506	McGrawville.....	Cortlandville.....	2.92	.....	....	2.92	....	.....
379	455.....	Harford.....	Harford.....	0.91	.....	....	0.91	....	.....
380	511, 568....	State Road—Homer.....	Homer.....	4.39	.....	....	4.39	....	.....
381	567.....	State Road—Scott.....	Scott.....	2.72	.....	....	2.72	....	.....
446	995.....	Cortland—Groton, Part 1.....	Cortlandville.....	1.35	.....	....	1.35	....	.....
510[3]	912-E.....	Homer—Tully, Part 1.....	Homer.....	4.17	.....	....	4.17	....	.....
535	912-J, 1434.	Dryden—Cortland, Part 2.....	Cortlandville.....	1.42	.....	....	2.70	....	.....
			Virgil.....	1.28	.....	....			
595[3]	912-F.....	Homer—Tully, Part 2.....	Preble.....	5.43	.....	....	5.43	....	.....
737[1]	1328, 1329..	Cortland—Truxton—Cuyler.....	Truxton.....	5.78	.....	....	5.78	....	.....
738[1]	1045, 1421..	Cortland—Truxton.....	Cortlandville.....	1.30	.....	....	6.51	....	.....
			Homer.....	5.21	.....	....			
881	912-D.....	Blodgett Mills—Cortland.....	Cortlandville	1.78	.....	....	1.78	....	.....
882	912-K.....	Scott—Spafford.....	Scott.....	2.55	.....	....	2.55	....	.....
995	912-Y.....	Truxton—Cheningo.....	Truxton.....	4.86	.....	....	4.86	....	.....
996	1420.....	Cortland—Groton, Part 2.....	Cortlandville.....	2.25	.....	....	2.25	....	.....
1075	1435, 2896..	Harford Mills—Dryden, Part 1.....	Harford.....	5.25	.....	....	5.25	....	.....
1368	1374, 3631..	Summer Hill—Cortland, Part 3....	Cortlandville.....	2.08	.....	....	2.08	....	.....
1369	2264.....	Truxton—Apulia, Part 1.....	Truxton.....	2.00	.....	....	.....	2.00	.....

1435	3441, 3720..	Solon—Gee Brook, Part 1	Solon	3.05	.....	....	.....	6.07	.....
			Freetown	1.55	.....	....			
			Cincinnatus	1.47	.....	....			
1500	912.....	Marathon—Cortland, Part 4	Cortlandville	2.33	.....	....	.....	2.33	.....
			Towns	71.45	.....	....	61.05	10.40	.....
			Villages	....	.....	....	.....	....	.....
			Cities	....	.....	....	.....	....	.....
			Totals	71.45	.....	....	61.05	10.40	.....

State Highways.

	Route No.	Section							
5058	10	5	Homer Village	Homer	....	Homer, v	1.42	2.01	....	.....
				Cortlandville	....	Homer, v	0.59			
5075	9	4	Cortland City: Clinton Avenue	.....	....	Cortland, c	0.53	0.53	....	.....
5141	9	10	Truxton—De Ruyter, Part 1	Cuyler	2.15	.....	....	2.15	....	.....
5292	9	11	Truxton—De Ruyter, Part 2	Cuyler	0.87	.....	....	0.87	....	.....
5424	9	2, 3	Virgil—Cortland	Virgil	3.18	.....	....	5.96	....	.....
				Cortlandville	2.78	.....	....			
5436	Pet. 10	V-1091 10	McGrawville—Solon	Cortlandville	1.04	McGrawville, v	1.00	4.71	....	.....
				Solon	2.67	.....	....			
5472 [5]	9	12	Truxton—De Ruyter, Part 3	Cuyler	2.11	.....	....	2.11	....	.....
5566	9	3A	Cortland City: Owego Street	.....	....	Cortland, c	0.23	0.23	....	.....
5595	4A	1–2	Broome County Line—Marathon	Marathon	2.48	Marathon, v	1.27	3.75	....	.....
				Towns	17.28	.....	....	17.28	....	.....
				Villages	....	.....	4.28	4.28	....	.....
				Cities	....	.....	0.76	0.76	....	.....
				Totals	17.28	.....	5.04	22.32	....	.....

[1] Included in State Route No. 9.
[2] Included in State Route No. 4-a.
[3] Included in State Route No. 10.
[4] 0.31 mile included in State Route No. 9.
[5] Original contract forfeited July 21, 1916. Work continued by Division Engineer.
* Exclusive of villages.

DELAWARE COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
24[1]	.....	Delaware River Road	.....	....	.....	....	.....	....	.....
36[2]	83-A.....	Griffins Corners	Middletown.....	....	Fleischmanns..	1.57	1.57	....	.....
145	82.....	Delaware River	Delhi.....	1.00	.....	....	1.00	....	.....
164[3]	246.....	Downesville	Walton.....	4.20	.....	....	.....	....	4.20
216[4]	244.....	Roxbury	Roxbury.....	0.95	.....	....	0.95	....	.....
217[2]	245.....	Grand Gorge	Roxbury.....	1.00	.....	....	1.00	....	.....
239[2]	235.....	Fleischmanns—Margaretville	Middletown.....	4.95	Fleischmanns..	0.01	4.96	....	.....
747	445, 577....	Delhi—Bloomville	Delhi.....	3.76	.....	....	5.91	....	.....
			Kortright.....	2.15	.....	....			
951	327.....	Bovina Center—South	Bovina.....	2.37	.....	....	2.37	....	.....
952	2912, 2913..	Hobart—Stamford	Stamford.....	0.80	Hobart, v.....	1.08	4.65	....	.....
			Harpersfield.....	2.54	Stamford, v....	0.23			
982	2908, 2910,		Delhi.....	5.51	Delhi, v.....	0.81			
	2911.....	Delhi—Andes	Bovina.....	3.40	.....	....	13.37	....	.....
			Andes.....	2.11	Andes, v.....	1.54			
983	326.....	Franklin—Treadwell, Part 1	Franklin.....	2.56	.....	....	2.56	....	.....
1270	3111, 3119, V-345, 3580	Meridale—Delhi	Meredith.....	4.09	.....	....	7.69	....	.....
			Delhi.....	2.34	Delhi, v.....	1.26			
1271	3118, 3494..	Rock Rift—Colchester	Walton.....	10.23	Walton, v	1.17	11.40	....	.....
1272	3117.....	Colchester—Delancey	Hamden.....	5.84	.....	....	.....	5.84	.....
1273	3116, 3392..	Downsville Hamlet: Main Street, Maple Avenue and Creamery St..	Colchester.....	2.50	.....	....	2.50	....	.....
1439	V-357, 3115, 3114.....	Sidney—Masonville	Sidney.....	1.87	Sidney, v.....	0.70	.....	6.51	.....
			Masonville.....	3.94	.....	....			

1440	V-372, 3113, 3396.....	Franklin—Unadilla, Part 1.....	Franklin.....	2.51	Franklin.....	0.88	.....	3.39	.....
1441	V-371, 3112.	Delancey—Delhi.....	Delhi.....	2.28	Delhi.....	2.03	.....	4.31	.....
			Towns.....	72.90	.....	....	52.26	16.44	4.20
			Villages....	....	.....	11.28	7.67	3.61	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	72.90	.....	11.28	59.93	20.05	4.20

STATE HIGHWAYS.

	Route No.	Section							
5045	4	11	Deposit—Hales Eddy.....	Deposit.....	2.68	Deposit.....	0.36	3.04	....	.....
5167	4	9, 10	Hales Eddy—Hancock.....	Deposit.....	4.35	.....	....	8.64	....	.....
				Hancock.....	4.29	.....	....			
5177 [5]	5	1	Pine Hill—Griffin Corners.....	Middletown.....	1.31	Fleischmanns..	0.03	1.34	....	.....
5246 [6]	4	7	Hancock—East Branch, Part 2.....	Hancock.....	6.50	.....	....	6.50	....	.....
5338, 5338-A [7]	4 Pet.	12, V-1079	Windsor—Deposit.....	Deposit.....	....	Deposit, v.....	0.38	0.38	....	.....
5340 [8]	4	1–3	East Branch—Sullivan Co. Line, Pt.2	Colchester.....	6.84	.....	....	6.84	....	.....
5343 [9]	5	9, 10	Grand Gorge—Stamford—Harpersfield.....	Roxbury.....	3.42	.....	....	9.08	....	.....
				Stamford.....	0.85	Stamford, v....	0.84			
				Harpersfield.....	3.47	Stamford, v....	0.50			

[1] Plans never approved by the Board of Supervisors. They are therefore void.
[2] Included in State Route No. 5.
[3] Not on approved system. Advertised but no proposals were within the appropriation.
[4] 0.75 mile included in State Route No. 5.
[5] Part in Ulster county. Total length 3.64 miles.
[6] Original contract for 13.42 miles cancelled. 6.91 miles re-let as No. 5456.
[7] Total length 13.74 miles, part in Broome county. 0.38 mile in Delaware county cancelled and re-let as part of No. 5338-A.
[8] Original plans 7.99 miles; 1.15 miles included in No. 5383-A.
[9] Part in Schoharie county. Total length 12.09 miles.
*Exclusive of villages.

DELAWARE COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5383[1] 5383A	4	4-6	East Branch—Sullivan County Line, Part 1	Hancock	6.35	.....	....	7.21	....	.....
				Colchester	0.86	.....	....			
5384	5	4	Margaretville—Halcottsville	Middletown	5.05	Margaretville, v	1.08	6.13	....	.....
5443	5	11, 12	Harpersfield—Davenport Center	Harpersfield	2.91	.....	....	14.42	....	.....
				Kortright	3.76	.....	....			
				Davenport	7.75	.....	....			
5450	5	5	Halcottsville—Roxbury	Roxbury	4.97	.....	....	6.09	....	.....
				Middletown	1.12	.....	....			
5455[2]	5	13, 14	Davenport Center—Oneonta	Davenport	5.39	.....	....	5.39	....	.....
5456	4	8	Hancock—East Branch, Part 1	Hancock	4.78	Hancock, v	2.13	6.91	....	.....
5459	5	7	Roxbury—Grand Gorge	Roxbury	5.66	.....	....	5.66	....	.....
5527	38	1, 2	Grand Gorge—Greene County Line.	Roxbury	3.90	.....	....	3.90	....	.....
				Towns	86.21	.....	....	86.21	....	.....
				Villages	....	.....	5.32	5.32	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	86.21	.....	5.32	91.53	....	.....

DUTCHESS COUNTY

COUNTY HIGHWAYS.

	Petition No.								
135	175.....	Violet Avenue.....	Poughkeepsie..... 1.56 Hyde Park..... 1.78	.....	....	3.34	....	.....
222	239.....	Hughsonville.....	Wappinger..... 3.47	.....	....	3.47	....	.....
223[3]	238.....	South.....	Poughkeepsie..... 3.90	.....	....	3.90	....	.....
343[4]	443.....	Pawling—Patterson.....	Pawling..... 2.23	.....	....	2.23	....	.....
344	444.....	Millerton—Northeast Center.....	Northeast..... 1.78	.....	....	1.78	....	.....
432[3]	776.....	Rhinebeck—Hyde Park.....	Rhinebeck 3.26	.....	....	3.26	....	.....
453[3]	735.....	Poughkeepsie—Hyde Park.....	Hyde Park..... 4.00	.....	....	4.00	....	.....
534	774.....	Northeast Center—Sharon Station..	Northeast..... 3.65	.....	....	3.65	....	.....
537[5]	772.....	Amenia—Wassaic.....	Amenia..... 4.83	.....	....	4.83	....	.....
549	829, 830, 831	Poughkeepsie—Pleasant Valley.....	Poughkeepsie..... 5.97 Pleasant Valley..... 0.91	..... Pleasant Valley	.... 0.04	6.92	....	.....
550	175, 914....	Violet Avenue—East Park.....	Hyde Park..... 1.99	.....	....	1.99	....	.....
551	1122.....	Fishkill—Hughsonville.....	Fishkill..... 2.91	.....	....	2.91	....	.....
552[3]	775.....	Rhinebeck—Elizaville.....	Red Hook..... 5.54	.....	....	5.54	....	.....
567[6]	812.....	Matteawan—Wicopee.....	Fishkill..... 4.68	.....	....	4.68	....	.....
568	827.....	Millbrook—Lithgow.....	Washington..... 4.40	.....	....	4.40	....	.....
609	828.....	Washington Hollow—Millbrook....	Washington..... 1.63	.....	....	1.63	....	.....
612[4]	773.....	Pawling—Dover Town Line.....	Pawling..... 2.92	.....	....	2.92	....	.....

[1] Original contract for 2.12 miles cancelled. Plans changed to 7.21 miles and re-let as No. 5383-A.
[2] Part in Otsego county. Total length 7.89 miles.
[3] Included in State Route No. 2.
[4] Included in State Route No. 1.
[5] 4.16 miles included in State Route No. 1.
[6] Original contract 5.71 miles. 5.68 miles constructed.
[*] Exclusive of villages.

DUTCHESS COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
627	913.....	Wicopee—Beekman.....	East Fishkill.....	8.13	.....	....	8.13	....	.....
628	813.....	Rock City—Lafayetteville.....	Milan.....	4.66	.....	....	4.66	....	.....
629[1]	1023.....	Casper Creek—Wappinger Falls....	.....	....	.....	....	.....	....	.....
709	1026, V-105.	Millerton—County Line.....	Northeast.....	3.80	Millerton, v....	0.91	4.71	....	.....
710[2]	1032.....	Red Hook—Rhinebeck.....	Rhinebeck.....	....	.....	....	.....	....	.....
711[3]	1170.....	Wassaic—Dover.....	Amenia.....	....	.....	....	.....	....	.....
712	1131.....	Amenia—Sharon Station.....	Amenia.....	2.29	.....	....	2.29	....	.....
748[4]	V-107, 829..	Pleasant Valley—Washington Hollow.....	Pleasant Valley....	3.97	Pleasant Val., v.	1.51	5.48	....	.....
895	V-38.....	Fishkill Village.....	Fishkill.....	....	Fishkill, v.....	0.89	0.89	....	.....
1006	1024.....	Lithgow—Amenia.....	Washington.....	1.55	.....	....	2.97	....	.....
			Amenia.....	1.42	.....	....			
1007	1025.....	Millerton—Indian Pond.....	Northeast.....	2.06	Millerton, v...	0.66	2.72	....	.....
1051	V-146, 3071.	Matteawan Village.....	.....	....	Beacon, c.....	1.28	1.28	....	.....
1114	V-164.....	Millbrook Village.....	Washington.....	....	Millbrook, v...	3.01	3.01	....	.....
1162[6]	3120.....	Stonehouse—Stormville.....	Beekman.....	5.16	.....	....	.....	5.16	.....
1163[5]	3145.....	Putnam County Line—Stonehouse.	Pawling.....	6.18	.....	....	.....	6.18	.....
1235[7]	2393, 2900..	Fishkill Plains—East Fishkill.....	East Fishkill.....	5.30	.....	....	5.30	....	.....
1312[5]	3142, 3618..	Barrytown—Red Hook—Rock City	Red Hook.....	5.52	Red Hook, v..	1.08	.....	6.81	.....
			Milan.....	0.21	.....	....			
1313	2560, 2616..	Lafayetteville—Pine Plains—Winchell, Part 1.....	Milan.....	2.29	.....	....	.....	6.86	.....
			Pine Plains.....	4.57	.....	....			

1314	2616.....	Lafayetteville—Pine Plains — Winchell, Part 2.....	Pine Plains.....	5.36	.....	....	5.36	....	.....
1412	V-254, 3272.	Wappinger Falls Village.....	Wappinger.....	....	Wappinger Falls	0.57	0.57	....	.....
			Towns.....	123.88	.....	....	99.95	23.93	.....
			Villages....	....	.....	8.67	7.59	1.08	.....
			Cities.....	....	.....	1.28	1.28	....	.....
			Totals.....	123.88	.....	9.95	108.82	25.01	.....

State Highways.

Route No.	Section								
5009	1	2	Pawling Village.....	Pawling.....	....	Pawling, v.....	1.67	1.67	....	.....
5050	2	4	Casper Creek—Wappinger Falls....	Poughkeepsie.....	2.14	.....	....	2.14	....	.....
5092	2 Pet. V-1025	11, 12	Red Hook—Rhinebeck.....	Rhinebeck.....	2.50	Rhinebeck, v..	1.65	4.15	....	.....
5095	2 Pet. V-1010	14	Red Hook Village.....	Red Hook.....	....	Red Hook, v...	1.33	1.33	....	.....
5135	2	9	Hyde Park—Staatsburg.....	Hyde Park.....	5.22	.....	....	5.22	....	.....
5150	2 Pet. V-1029	1	Peekskill—Fishkill, Part 5.....	Fishkill.....	3.32	Fishkill, v.....	0.34	3.66	....	.....
5154	2	2	Fishkill Village—Wappinger Falls...	Fishkill.....	0.80	Fishkill, v.....	0.20	4.81	....	.....
				Wappinger.....	3.17	Wappinger F'ls.	0.64			

[1] Constructed as State Highway No. 5050 on Route No. 2.
[2] Constructed as State Highway No. 5092 on Route No. 2.
[3] Constructed as State Highway No. 5460 on Route No. 1.
[4] Original contract 5.46 miles; 0.03 mile additional built by supplemental agreement.
[5] Original contract forfeited May 1, 1916.
[6] Original contract forfeited August 22, 1916.
[7] Original contract 5.44 miles, reduction due to change in alignment.
* Exclusive of villages.

DUTCHESS COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5326	1	3	Dover Plains—Pawling Town Line, Part 2	Dover	3.93		....	3.93	....	.....
5460	1	4	Wassaic—Dover Plains—Pawling Town Line, Part 1	Amenia	3.56		....	10.87	....	.....
				Washington	0.52		....			
				Dover	6.79		....			
5484	1	6	Delavergne Hill—Amenia	Amenia	2.09		....	2.09	....	.....
5489	2 Pet.	6, 7 V-117-A	Poughkeepsie City: South Avenue and Washington Street		....	Poughkeepsie, c	0.79	0.79	....	.....
5549	2 Pet.	3 V-1159	Wappinger Falls Village: Main Street	Poughkeepsie	....	Wappinger F'ls.	0.68	0.88	....	.....
				Wappinger	....	Wappinger F'ls.	0.20			
5580	1	7-8	Amenia—Pine Plains, Part 1	Amenia	3.45		....	.....	6.97	.....
				Northeast	3.52		....			
5628	1	9, 10	Amenia—Pine Plains, Part 2	Northeast	2.05		....	.....	6.79	.....
				Pine Plains	4.74		....			
				Towns	47.80		....	34.04	13.76	.....
				Villages	....		6.71	6.71	....	.....
				Cities	....		0.79	0.79	....	.....
				Totals	47.80		7.50	41.54	13.76	.....

SPECIAL HIGHWAYS.

6003	.....	State Hospital.....	Poughkeepsie.....	1.46	.....	....	1.46	....	.....
9004	.....	Vanderbilt.....	Hyde Park.....	0.83	.....	....	0.83	....	.....
			Towns.....	2.29	.....	....	2.29	....	.....
			Totals.....	2.29	.....	....	2.29	....	.....

ERIE COUNTY

COUNTY HIGHWAYS.

	Petition No.								
2	1, 2176.....	Buffalo—Hamburg.....	..... Hamburg.....	.... 4.61	Lackawanna, c.	1.87	6.48	....	.....
23	59.....	River.....	Tonawanda.....	1.45	.....	....	1.45	....	.....
27	112.....	Orchard Park, Part 1.....	East Hamburg.....	1.16	.....	....	1.16	....	.....
66	112.....	Orchard Park, Part 2.....	East Hamburg.....	0.95	.....	....	0.95	....	.....
67[4]	112.....	Orchard Park, Part 3.....	East Hamburg..... West Seneca.....	0.59 2.82	....	....	3.41	....	.....
68[1]	112, 2177...	Orchard Park, Part 4.....	West Seneca.....	1.17	.....	....	1.17	....	.....
69[2]	2, 6.....	Main Street, Part 1.....	Amherst.....	3.42	.....	....	3.42	....	.....
86[3]	5.....	Big Tree.....	Aurora..... Wales.....	1.19 2.81	....	....	4.00	....	.....
87[2]	2, 6.....	Main Street, Part 2.....	Amherst.....	1.93	.....	....	1.93	....	.....
88	128.....	Transit, Part 1.....	Clarence..... Amherst.....	2.14 2.14	.....	....	4.28	....	.....

[1] 0.56 mile included in State Route No. 17.
[2] Included in State Route No. 6.
[3] 0.27 mile included in State Route No. 19.
[4] 0.68 mile included in State Route No. 17.
* Exclusive of villages.

ERIE COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
89	128.....	Transit, Part 2.....	Amherst.....	2.03	.....	....	4.06	....	.....
			Clarence.....	2.03	.....	....			
128[4]	202.....	Aurora—Buffalo, Part 1.....	West Seneca.....	5.57	.....	....	5.57	....	.....
129	224.....	River, Parts 2 and 3.....	Tonawanda.....	3.02	.....	....	3.02	....	.....
130[2]	2, 6.....	Main Street, Part 3.....	Clarence.....	5.63	.....	....	5.63	....	.....
131[2]	6.....	Main Street, Part 4.....	Clarence.....	0.60	.....	....	6.58	....	.....
			Newstead.....	5.98	.....	....			
263[3]	248.....	Aurora—Buffalo, Part 2.....	Elma.....	4.23	.....	....	4.23	....	.....
264[3]	334.....	Aurora—Buffalo, Part 3.....	Aurora.....	0.74	.....	....	0.74	....	.....
272	249.....	Orchard Park, Part 5.....	East Hamburg.....	1.21	.....	....	1.21	....	.....
371[5]	583½, 2178..	Clinton Street, Part 1.....	Cheektowaga.....	0.41	.....	....	5.06	....	.....
			West Seneca.....	4.65	.....	....			
372[6]	584.....	Clinton Street, Part 2.....	Elma.....	6.14	.....	....	6.14	....	.....
373	586.....	Goodrich.....	Clarence.....	8.76	.....	....	8.76	....	.....
522	585.....	Clarence—Hunts Corners.....	Clarence.....	4.74	.....	....	4.74	....	.....
523	587.....	Hamburg—North Collins.....	Hamburg.....	1.24	.....	....	8.86	....	.....
			Eden.....	7.62	.....	....			
524	680.....	North Collins—Lawton.....	North Collins.....	4.26	N. Collins, v...	1.14	5.42	....	.....
			Collins.....	0.02	.....	....			
525[7]	726.....	Lawton—Gowanda.....	Collins.....	3.31	.....	....	3.31	....	.....
525-A	726.....	Lawton—Gowanda State Farm....	Collins.....	0.59	.....	....	0.59	....	.....
525-B	726.....	Lawton—Gowanda.....	Collins.....	0.28	.....	....	0.28	....	.....
526	727.....	Collins—Mortons Corners, Part 1...	Collins.....	3.96	.....	....	3.96	....	.....

527	588.....	Hamburg—Springville, Part 1.....	Hamburg.....	2.06	.....	....	9.47	....	.....
			Boston.....	7.41	.....	....			
528	725.....	Hamburg—Springville, Part 2.....	Concord.....	7.34	.....	....	7.34	....	.....
529[1]	679, 720....	Alden Town Line—Marilla.....	Alden.....	3.55	.....	....	6.02	....	.....
			Marilla.....	2.47	.....	....			
530	4.....	Base Line—Grand Island, Part 1...	Grand Island.....	1.81	.....	....	1.81	....	.....
531	4.....	Base Line—Grand Island, Part 2...	Grand Island.....	2.59	.....	....	2.59	....	.....
532	4.....	Base Line—Grand Island, Part 3...	Grand Island.....	1.87	.....	....	1.87	....	.....
584	721.....	Skinnersville—New Home Bridge...	Amherst.....	7.96	.....	....	7.96	....	.....
642	589–592....	Angola—Evans Center.....	Evans.....	2.70	.....	....	6.90	....	.....
		Angola—Brant.....	Brant.....	4.20	.....	....			
644	1864.....	Alden Town Line, Part 2.....	Alden.....	0.73	.....	....	0.73	....	.....
645	1853, 1854..	Orchard Park—Griffin Mills, Parts 1 and 2.....	East Hamburg.....	3.19	.....	....	4.64	....	.....
			Aurora.....	1.45	.....	....			
750	1844.....	Clarence Center.....	Clarence.....	5.95	.....	....	5.95	....	.....
751	1875.....	Aurora—Glenwood, Part 2.....	Colden.....	7.07	.....	....	7.07	....	.....
862	V-31.....	Hamburg Village.....	Hamburg.....	....	Hamburg, v...	0.97	0.97	....	.....
863	1, V-28.....	Blasdell Village.....	Hamburg.....	....	Blasdell, v.....	1.04	1.04	....	.....
866	1855.....	Aurora—Glenwood, Part 1.....	Aurora.....	2.01	.....	....	2.01	....	.....
913	1837.....	Ellicott Creek.....	Tonawanda.....	1.82	.....	....	1.82	....	.....
914	1862.....	Broadway—Depew.....	Cheektowaga.....	3.63	.....	....	3.63	....	.....
915	V-71.....	Lancaster Village.....	Lancaster.....	....	Lancaster, v...	1.46	1.46	....	.....

[1] 2.46 miles included in State Route No. 19.
[2] Included in State Route No. 6.
[3] Included in State Route No. 17.
[4] 4.12 miles included in State Route No. 17.
[5] Original contract called for 5.23 miles in West Seneca. 0.57 mile at R. R. omitted. All included in State Route No. 19.
[6] Included in State Route No. 19.
[7] Original contract 4.00 miles. 0.70 mile omitted from construction, 0.17 mile torn up and all built as No. 525-A and 525–B.
* Exclusive of villages.

ERIE COUNTY—Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
916	1862, V-70.	Depew Village	Cheektowaga	....	Depew, v.	1.59	2.30	....	.....
			Lancaster	....	Depew, v.	0.71			
917	1863.....	Lancaster—Alden	Lancaster	4.11	.....	....	4.11	....	.....
924 [2]	1859.....	Wales Center—Wales	Wales	6.03	.....	....	.....	6.03	.....
924-A [2]									
925	2914.....	Jamison—East Elma	Elma	4.21	.....	....	5.39	....	.....
			Marilla	1.18	.....	....			
947	1845, V-74..	Akron—Tonawanda Creek and Akron—South Newstead	Newstead	8.93	Akron, v.	1.21	10.14	....	.....
989	3056, 3062..	Springville Village	Concord	....	Springville, v.	2.25	2.25	....	.....
990	V-12, 3051..	Angola Village	Evans	....	Angola, v.	1.04	1.04	....	.....
991	3037.....	East River	Grand Island	4.64	.....	....	4.64	....	.....
1034	3053, 3054..	Chafee—Sardinia	Sardinia	4.20	.....	....	4.20	....	.....
1035 [1]	1879.....	Holland—Glenwood, Part 1	Holland	3.11	.....	....	3.11	....	.....
1035-A [1]									
1036	1839.....	Tonawanda Creek, Part 4	Clarence	3.77	.....	....	3.77	....	.....
1037 [3]	V-166, 3055.	Gowanda Village	Collins	....	Gowanda, v.	1.11	1.11	....	.....
1037-A [3]									
1038	724.....	Water Valley—Clarksburg, Part 1.	Eden	2.89	.....	....	2.89	....	.....
1063	2990, 2991..	Tonawanda City: Niagara and Ellicott Streets	.....	....	Tonawanda, c.	2.55	2.55	....	.....
1064	2444, 3041..	Tonawanda Creek—Hunts Corners	Clarence	4.03	.....	....	4.03	....	.....
1065	V-153, 2222.	Alden Village	Alden	....	Alden, v.	1.67	1.67	....	.....

1066	1849, 1850, V 225	Orchard Park—East Aurora	East Hamburg	2.89			6.56	....	.....
			Aurora	3.11	East Aurora, v.	0.56			
1067	3050	Athol Springs—Hamburg	Hamburg	3.76	Hamburg, v...	0.32	4.08	....	.....
1124	1884	Cattaraugus Creek, Part 1	Concord	0.75		....	0.75	....	.....
1212	1847	Genesee Street, Part 1	Cheektowaga	5.40		....	5.40	....	.....
1213	1860	Genesee Street, Part 2	Lancaster	6.22		....	6.22	....	.....
1214	1861	Genesee Street, Part 3	Alden	5.90		....	5.90	....	.....
1289	3520, V-332	E. Aurora Village: E. Main Street	Aurora	....	E. Aurora, v...	0.34	0.34	....	.....
1304[4]	3571	Farnham Village: Commercial Street	Brant	....	Farnham, v....	1.17	1.17	....	.....
1333	727, 728	Collins Center—Springville	Collins	4.02		....	.....	9.14	.....
			Concord	5.12		....			
1334[5]	1841, 1842, V-354, 3633	Transit, Part 4	Amherst	0.48		....	.....	4.30	.....
			Clarence	0.30		....			
			Cheektowaga	0.79	Depew, v.....	0.83			
			Lancaster	0.97	Depew, v.....	0.88			
1335	3614, 3620..	East Eden—Hamburg	Eden	3.15		....	4.50	....	.....
			Hamburg	1.06	Hamburg, v....	0.29			
1336	3038	West River	Grand Island	5.19		....	.....	5.19	.....
1443	3058	North Collins—Langford	North Collins	4.71	N. Collins, v...	0.38	.....	5.09	.....
1444	2557, 3677..	Hunts Corners—Akron	Clarence	0.53		....	.....	3.75	.....
			Newstead	3.22		....			
1445	1869	East Aurora—Lancaster, Part 2	Elma	3.54		....	.....	....	3.54
1446	1846	South Newstead—Peters Corners	Alden	0.91		....	.....	....	0.91

[1] Original contract cancelled. Re-let as No. 1035-A.
[2] Original contract cancelled. Re-let as No. 924-A.
[3] 0.39 mile of original contract cancelled for elimination of grade crossing. Re-let as No. 1037-A.
[4] Original contract forfeited October 10, 1916.
[5] 3.18 miles forfeited June 1, 1916, and being completed as No. 1334-A. 1.12 miles cancelled and re-let as No. 1334-B.
* Exclusive of villages.

ERIE COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1447	3059, V-3058	Brant—North Collins	Brant	4.13		....	.....	4.50	.....
			North Collins	....	N. Collins, v	0.37			
1491	2559, 3044	Marilla—Marilla Station	Marilla	0.74		....	.....	2.97	.....
			Alden	2.23		....			
1492	3039	Ellicott Creek—Getzville	Amherst	2.90		....	.....	2.90	.....
1493	1843	Transit—Wolcottsburg	Clarence	3.02		....	.....	3.02	.....
1494	3694	Lancaster—Clinton Street	Lancaster	1.50	Lancaster, v	0.49	.....	....	2.34
			Elma	0.35		....			
			Towns	297.20		....	246.52	44.38	6.30
			Villages	....		19.87	16.87	2.51	0.49
			Cities	....		4.42	4.42	....	.....
			Totals	297.20		24.29	267.81	46.89	6.79

STATE HIGHWAYS.

	Route No.	Section								
5019	18	7	Lake Shore—Lackawanna City	Hamburg	1.87		....	1.87	....	.....
5054	18	5	Eighteen Mile Creek	Evans	0.95		....	1.95	....	.....
				Hamburg	1.00		....			
5061	6	4	Williamsville Village	Amherst	....	Williamsville, v	1.08	1.08	....	.....
5071	18, Pet. V-1137	8	Lackawanna City, South	.....	....	Lackawanna, c.	1.94	2.61	....	.....
				Hamburg	0.67		....			
5172	18	13	Niagara Falls—Buffalo, Part 4	Tonawanda	1.09		....	2.92	....	.....
				Amherst	1.83		....			

5193	18	12	Niagara Falls—Buffalo, Part 5	Amherst	1.42		....	2.84	....	.....
				Tonawanda	1.42		....			
5317	17 Pet. V-1054	4	East Aurora—Holland, Part 1	Aurora	3.52	East Aurora, v.	0.72	4.97	....	.....
				Wales	0.73		....			
5407	18	6	Athol Springs—Walden Cliffs	Hamburg	5.87		....	5.87	....	.....
5433	17 Pet. V-1171	6	East Aurora Village: Main Street	Aurora	....	East Aurora, v.	0.85	0.85	....	.....
5453	17	3	East Aurora—Holland, Part 2	Wales	0.62		....	4.52	....	.....
				Holland	3.90		....			
5546	18	4	Eighteen Mile Creek—Evans Center	Evans	4.48		....	4.48	....	.....
5550	17	7	Aurora—Buffalo, Part 4	Aurora	....	East Aurora, v.	0.59	0.59	....	.....
5600	18	1	Farnham—Irving	Brant	0.75	Farnham, v.	0.07	2.11	....	.....
				Catt. Indian Res.	1.29		....			
5622	17	2	Holland—Yorkshire, Part 1	Holland	3.53		....	....	5.19	.....
				Sardinia	1.66		....			
5634	18	2, 3	Evans Center—Farnham	Evans	3.79		....	.....	....	5.27
				Brant	0.80	Farnham	0.67			
5635	19	7	Marilla—Wales Center	Marilla	4.72		....	.....	....	5.78
				Wales	1.06		....			
				Towns	46.97		....	31.41	5.19	10.37
				Villages	....		3.98	3.31	....	0.67
				Cities	....		1.94	1.94	....	.....
				Totals	46.97		5.92	36.66	5.19	11.04

* Exclusive of villages.

ESSEX COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
232	297.....	Old State.....	Chesterfield.....	2.64	.....	....	2.64	....	.....
658[1]	1666, 2274..	County Line—Aiden Lair, Part 1...	Minerva.....	3.64	.....	....	3.64	....	.....
744	1660.....	Port Henry—Westport, Part 2.....	Westport.....	3.77	.....	....	3.77	....	.....
745[2]	1638.....	Taylor—Schroon Lake Village.....	Schroon.....	5.46	.....	....	5.46	....	.....
756[1]	1668.....	Aiden Lair—Newcomb, Part 2.....	Newcomb.....	7.03	.....	....	7.03	....	.....
821	1673, 2659..	Saranac Lake—Bloomingdale.....	St. Armand.....	5.50	.....	....	5.50	....	.....
841	1658.....	Crown Point—Port Henry.....	Crown Point.....	2.23	.....	....	4.45	....	.....
			Moriah.....	2.22	.....	....			
859[4]	V-15.....	Keeseville Village.....	Chesterfield.....	....	Keeseville, v...	0.57	0.57	....	.....
891	1657, 2752, 2861.....	Ticonderoga—Crown Point.....	Ticonderoga.....	5.99	.....	....	5.99	....	.....
929	2902, 2903..	Saranac Lake Village—Bloomingdale Village.....	St. Armand.....	....	Saranac Lake,v	0.48	1.45	....	.....
			St. Armand.....	....	Bloomingdale, v	0.97			
1017	V-114, 1659, 1660.....	Port Henry—Westport.....	Moriah.....	4.07	Port Henry, v..	1.74	6.12	....	.....
			Westport.....	0.31	.....	....			
1176	2862.....	Ticonderoga—Crown Point, Part 2.	Crown Point.....	4.67	.....	....	4.67	....	.....
1177	1652.....	Ray Brook—Lake Placid.....	North Elba.....	4.98	Lake Placid, v..	0.36	5.34	....	.....
1178	1653.....	Saranac Lake—Ray Brook.....	North Elba.....	2.37	Saranac Lake, v	1.46	3.83	....	.....
1285	1661.....	Westport—Wadhams Mills.....	Westport.....	3.31	.....	....	3.31	....	.....
1286	.....	Gabriels—Bloomingdale, Par 2....	St. Armand.....	....	Bloomingdale, v	0.52	0.52	....	.....
1410	V-292, 3356.	Westport Village: Main Street.....	Westport.....	....	Westport, v....	1.76	1.76	....	.....
1411	1661, 3454..	Wadhams Mills—Whallonsburg....	Westport.....	2.10	.....	....	.....	....	4.95
			Essex.....	2.85	.....	....			
1496	3752, 3529, 3753.....	Westport—Elizabethtown.....	Westport.....	3.84	Westport, v....	1.32	.....	....	8.85
			Elizabethtown	3.01	Elizabethtown..	0.68			

1511	V-351, 3784.	Lake Placid Village: Main Street and Saranac Avenue	North Elba	....	Lake Placid	1.09	.....	....	1.09
			Towns	69.99	.....	....	58.19	....	11.80
			Villages	....	.....	10.95	7.86	....	3.09
			Cities	....	.....	....	.....	....	.....
			Totals	69.99	.....	10.95	66.05	....	14.89

STATE HIGHWAYS.

	Route No.	Section								
5011	22	20	Ausable Forks—Jay	Jay	3.45	.....	....	3.45	....	.....
5117	22	9, 10	Euba Mills—New Russia	Elizabethtown	6.00	.....	....	6.00	....	.....
5179, 5179-A [3]	22	2, 3	Schroon Lake—North Hudson, Pt. 1	Schroon	6.78	.....	....	6.78	....	.....
5180	22	4, 5	Schroon Lake—North Hudson, Pt. 2	North Hudson	5.39	.....	....	5.39	....	.....
5181	22	6, 7	North Hudson—Euba Mills, Part 1.	North Hudson	3.94	.....	....	3.94	....	.....
5182	22	8	North Hudson—Euba Mills, Part 2.	North Hudson	4.57	.....	....	5.29	....	.....
				Elizabethtown	0.72	.....	....			
5183	22	11	New Russia—Elizabethtown	Elizabethtown	3.55	Elizabethtown..	0.15	3.70	....	.....
5184	22	19	Ausable Forks—Jay, Part 2	Jay	2.54	.....	....	2.54	....	.....
5186	25	7, 8	Minerva—Aiden Lair	Minerva	6.33	.....	....	6.33	....	.....
5187	25	5, 6	Aiden Lair—Newcomb, Part 1	Minerva	5.69	.....	....	5.69	....	.....
5188	25	1, 2	Newcomb—Long Lake, Part 1	Newcomb	4.63	.....	....	4.63	....	.....
5235	22	18	Jay—Upper Jay	Jay	3.69	.....	....	3.69	....	.....

[1] Included in State Route No. 25.
[2] Included in State Route No. 22.
[3] Original contract cancelled. Re-let as No. 5179-A.
[4] Total length 1.24 miles, part in Clinton county.
* Exclusive of villages.

ESSEX COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5236	22	16, 17	Upper Jay—Keene	Jay	2.25	.....	....	6.06	....	.....
				Keene	3.81	.....	....			
5238	22	14, 15	Elizabethtown—Keene, Part 2	Keene	6.21	.....	....	6.21	....	.....
5239	22	12, 13	Elizabethtown—Keene, Part 1	Elizabethtown	4.82	Elizabethtown..	1.36	6.18	....	.....
5311[1]	22	21	Plattsburg—Ausable Chasm, Part 2.	Chesterfield	1.57	.....	....	1.57	....	.....
5500	22-A	1	Jay—Lake Placid, Part 2	Wilmington	0.65	.....	....	7.16	....	.....
				North Elba	6.33	Lake Placid, v..	0.18			
5540	22-A	2, 3	Jay—Lake Placid, Part 1	Jay	1.90	.....	....	10.16	....	.....
				Wilmington	8.26	.....	....			
5541	22-B	5, 6	Schroon Lake—Ticonderoga, Part 1	Schroon	5.97	.....	....	5.97	....	.....
				Towns	99.05	.....	....	99.05	....	.....
				Villages	....	.....	1.69	1.69	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	99.05	.....	1.69	100.74	....	.....

FRANKLIN COUNTY

COUNTY HIGHWAYS.

	Petition No.									
701[2]	1703, 1711..	Malone—North Bangor	Malone	2.85	.....	....	4.51	....	.....
			Bangor	1.16	North Bangor,v	0.50			
702[3]	2006.....	Malone—Fort Covington, Part 2...	Westville	6.19	.....	....	6.19	....	.....

703	1708-2006..	Malone—Fort Covington, Part 3 ...	Westville.....	1.77	.....	....	4.19	....	.....
			Fort Covington....	2.42	.....	....			
820	1713.....	Hogansburg—Bombay.....	Bombay.....	6.52	.....	....	6.52	....	.....
884	2001.....	Malone—Fort Covington, Part 1...	Malone.....	3.56	.....	....	3.56	....	.....
885	1701, 2867, 2868.....	Moira—Bombay.....	Moira.....	4.31	.....	....	8.55	....	.....
			Bombay.....	4.24	.....	....			
950	V-110.....	Malone Village: Fort Covington St.	Malone.....	....	Malone, v.....	0.79	0.79	....	.....
984	2869.....	North Bangor—South Bangor.....	Bangor.....	1.90	North Bangor,v	0.16	2.06	....	.....
985 [4] 985A [4]	2871.....	Tupper Lake—Moody.....	Altamont.....	5.48	.....	....	5.48	....	.....
1089	2915, 2940..	Malone—Trout River.....	Malone.....	2.65	Malone, v.....	0.37	10.75	....	.....
			Constable.....	7.73	.....	....			
1090	2870.....	Saranac Lake—Lake Clear Junction, Part 1.....	Harrietstown.....	4.35	.....	....	4.35	....	.....
1179	2870.....	Saranac Lake—Lake Clear Junction, Part 2.....	Harrietstown.....	3.49	.....	....	3.49	....	.....
1180	3448.....	St. Lawrence County Line—St. Regis Falls.....	Waverly.....	4.09	.....	....	4.09	....	.....
1222	3512, V-298.	Saranac Lake Village: Broadway and River Street.....	Harrietstown.....	....	Saranac Lake, v	0.22	0.22	....	.....
1250	3424.....	Moody—Hamilton County Line....	Altamont.....	5.50	.....	....	.....	5.50	.....
1251	3455, 3456..	Gabriels—Bloomingdale, Part 1....	Brighton.....	2.45	.....	....	4.91	....	.....
			Franklin.....	2.46	.....	....			
1252	3354, 3355..	Santa Clara—Lake Meacham.....	Santa Clara.....	9.03	.....	....	.....	11.41	.....
			Duane.....	2.38	.....	....			

[1] Total length 4.92 miles, part in Clinton county.
[2] Included in State Route No. 30.
[3] Original contract 6.22 miles; 6.19 miles constructed.
[4] 0.92 mile canceled and re-let as No. 985-A.
*Exclusive of villages.

FRANKLIN COUNTY—Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1383	2869.....	Malone—Dickinson, Part 2.....	Bangor.....	4.75	.....	....	.....	....	4.75
1384	1714, 2869..	West Bangor—Reynoldstown.....	Bangor.....	0.85	.....	....	.....	....	4.04
			Brandon.....	3.19	.....	....			
1385	2871.....	Tupper Lake—Saranac Lake, Pt. 1.	Altamont.....	3.53	.....	....	.....	....	3.53
1386	2948.....	Hunter Home—Clinton Co. Line...	Franklin.....	6.98	.....	....	.....	....	6.98
			Towns.....	103.83	.....	....	67.62	16.91	19.30
			Villages....	....	.....	2.04	2.04	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	103.83	.....	2.04	69.66	16.91	19.30

STATE HIGHWAYS.

	Route No.	Section							
5031	30	9	Malone—Moira, Part 2.....	Bangor.....	2.49	North Bangor, v	0.51	3.00	....	.....
5076	30	10, 11	Malone—Moira, Part 3.....	Bangor.....	1.61	.....	....	5.20	....	.....
				Moira.....	3.59	.....	....			
5468[1]	30	12	Nicholville—Moira.....	Moira.....	3.38	.....	....	3.38	....	.....
5284	30	1, 2	Chateaugay—Clinton County Line.	Chateaugay.....	3.66	Chateaugay, v.	1.00	4.66	....	.....
	Pet.	V-1186								
5552	31	1–2	Malone—Duane, Part 1.....	Malone.....	8.01	Malone, v.....	0.80	8.81	....	.....
	Pet.	V-1158								
2602	30	7	Malone Village: Main and Elm Sts.	Malone.....	....	Malone, v.....	1.99	.....	1.99	.....
	Pet.	V-1206								

5613	30	3-6.....	Malone—Chateaugay.....	Malone.....	3.60	Malone, v.....	0.13	.....	10.36	.....
				Constable.....	0.47	.....	....			
				Burke.....	5.03	.....	....			
				Chateaugay.....	1.13	.....	....			
				Towns.....	32.97	.....	....	22.74	10.23	.....
				Villages....	....	.....	4.43	2.31	2.12	.....
				Cities.....	....	.....	....	.....	....	.....
				Towns.....	32.97	.....	4.43	25.05	12.35	.....
Special Highways.										
9007		.....	Duane Center—Mountain Road....	Duane.....	9.43	.....	....	15.43	....	.....
				Brighton.....	6.00	.....	....			
				Towns.....	15.43	.....	....	15.43	....	.....
				Totals.....	15.43	.....	....	15.43	....	.....

FULTON COUNTY

County Highways.										
33 [2]	Petition No. 127.....	Gloversville—Mayfield.....	.....	....	Gloversville, c..	0.06	4.03	....	.....
			Johnstown.....	1.29	.....	....			
			Mayfield.....	2.68	.....	....			
109 [3]	137.....	Argersinger.....	Johnstown.....	2.30	.....	....	2.30	....	.....
110	138.....	Briggs.....	Johnstown.....	2.25	.....	....	2.25	....	.....

[1] Total length 11.66 miles; part in St. Lawrence county.
[2] Included in State Route No. 24.
[3] Included in State Route No. 37.
* Exclusive of villages.

FULTON COUNTY—Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
246	303, 304, 573	Gloversville—Meco—Phelps	Johnstown	2.03			2.03		
247[1]	302	Johnstown—Kecks Center, Part 2	Johnstown	1.47			4.62		
		Warren Creek—Red School House	Johnstown	3.15					
248	304	Gloversville—Broadalbin, Part 1	Johnstown	0.38			2.01		
			Mayfield	1.63					
249[2]	305	Old Plank	Perth	3.14			3.14		
361	507	Johnstown—Tribes Hill, Part 1	Johnstown	2.22			2.22		
362[3]	572	Northville—Chapmans Corners	Northampton	1.71			1.71		
363[3]	713	Mayfield—Northville, Part 1	Mayfield	1.37			1.37		
376	571	Gloversville—Bull Run	Johnstown	2.38			2.38		
541[3]	892, 893	Mayfield—Northville, Part 2	Mayfield	3.54			6.79		
			Northampton	3.25					
542	895	School House—Caroga Creek	Johnstown	2.26			2.69		
			Caroga	0.43					
543[4]	905	Johnstown—Broadalbin, Part 2	Mayfield	4.88			6.35		
			Broadalbin	1.47					
544	902, 905	Johnstown—Broadalbin, Part 1	Johnstown	3.88			5.77		
			Mayfield	1.89					
618	904, 1174	Meco—Caroga Lake	Johnstown	5.03			9.26		
			Caroga	4.23					
619	898	Sammonsville—Johnstown	Johnstown	2.12			2.12		
620	1295	Ephratah—Kecks Center, Part 2	Ephratah	2.86				5.13	
			Johnstown	2.27					
621[5]	1299	St. Johnsville—Oppenheim, Part 2	Oppenheim	2.90				2.90	
1127	3156, 7, 8, 9 V-167, V-168 V-170, V-210	Gloversville City			Gloversville, c	1.73	1.73		

1375	V-363, 3670, 1371.....	Johnstown City: East Avenue.....	Johnstown.....	0.06	.....	....	.....	1.10	.....
			.....	....	Johnstown, c...	1.04			
1376	901, 899....	Bull Run—Bleecker.....	Johnstown.....	2.00	.....	....	.....	....	2.80
			Bleecker.....	0.80	.....	....			
1377	3307–3309..	Gloversville—West Perth.....	Johnstown.....	2.04	.....	....	.....	3.74	.....
			Mayfield.....	0.48	.....	....			
			Perth.....	1.22	....	....			
			Towns.....	75.61	.....	....	60.98	11.83	2.80
			Villages....	....	.....	....	.....	....	.....
			Cities.....	....	.....	2.83	1.79	1.04	.....
			Totals.....	75.61	.....	2.83	62.77	12.87	2.80

STATE HIGHWAYS.

	Route No.	Section								
5065	24	9, 10	Northville Village, North.....	Northampton.....	1.33	Northville, v...	1.09	2.42	....	.....
5096 [6]	24	1	Fonda—Johnstown.....	Johnstown.....	0.64	.....	....	0.64	....	.....
5194	24	6	Mayfield Village.....	Mayfield.....	....	Mayfield, v....	1.11	1.11	....	.....
5394	24, Pet. V-1064, Pet. V-1065	2, 3	Johnstown City.....	....	....	Johnstown, c...	1.54	1.54	....	.....
5554	37	4–5	School House—Lassellsville, Part 1.	Johnstown..	1.32	.....	....	4.58	....	.....
				Euphrata.....	3.26	.....	....			
5626	37	1	Oppenheim—Dolgeville.....	Oppenheim.....	4.66	Dolgeville.....	0.24	.....	....	4.90
				Towns.....	11.21	.....	....	6.55	....	4.66
				Villages....	....	.....	2.44	2.20	....	0.24
				Cities.....	....	.....	1.54	1.54	....	.....
				Totals.....	11.21	.....	3.98	10.29	....	4.90

[1] 3.18 miles included in State Route No. 37. Original contract 4.67 miles; 4.62 miles constructed.
[2] 0.75 mile included in State Route No. 37.
[3] Included in State Route No. 24.
[4] 3.07 miles included in State Route No. 37.
[5] Lassellsville portion (4.23 miles) not on map approved by Legislature.
[6] Part in Montgomery county. Total length 307 miles.
* Exclusive of villages.

GENESEE COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
586[1]	811.....	East Pembroke—Batavia.....	.....	....	Batavia, c.....	0.11	5.58	....	.....
			Batavia.....	5.47	.....	....			
853	1779.....	Batavia—Elba.....	.....	....	Batavia, c.....	0.47	4.07	....	.....
			Batavia.....	1.92	.....	....			
			Elba.....	1.68	.....	....			
922	1772.....	Indian Falls—Corfu, Part 2.....	Pembroke.....	1.85	.....	....	1.85	....	.....
923	1794.....	Pavilion—Batavia, Part 1.....	Pavilion.....	4.68	.....	....	4.68	....	.....
1054[2]	1797.....	Alden—Darien Center.....	Darien.....	3.88	.....	....	....	3.88	.....
1097	1780.....	Churchville—Bergen.....	Bergen.....	0.44	.....	....	0.44	....	.....
1268	1794.....	Pavilion—Batavia, Part 2.....	Bethany.....	4.20	.....	....	4.49	....	.....
			Stafford.....	0.29	.....	....			
1339	1782.....	Le Roy—Brockport, Par 2.....	Le Roy.....	0.41	.....	....	0.41	....	.....
1402	1773, 1774..	Alabama—Batavia, Part 2.....	Oakfield.....	3.07	Oakfield, v....	1.08	.....	7.60	.....
			Batavia.....	3.45	.....	....			
1403	1772, 1774..	Alabama—Batavia, Part 1.....	Alabama.....	7.94	.....	....	.....	7.94	.....
			Towns.....	39.28	.....	....	20.94	18.34	.....
			Villages....	.....	.....	1.08	.....	1.08	.....
			Cities.....	.....	.....	0.58	0.58	....	.....
			Totals.....	39.28	.....	1.66	21.52	19.42	.....

STATE HIGHWAYS.

	Route No.	Section								
5020	6	9	East Pembroke—Pembroke, Part 1.	Pembroke	3.46	.....	....	3.46	....	.....
5090	6	10, 11	East Pembroke—Pembroke, Part 2.	Pembroke	4.46	.....	....	4.46	....	.....
5136	6	4	Stafford—Le Roy	Stafford	1.43	.....	....	2.89	....	.....
				Le Roy	1.46	.....	....			
5145	6	5	Batavia—Stafford, Part 1	Batavia	0.85	.....	....	4.44	....	.....
				Stafford	3.59	.....	....			
5145-A [3]	6	5-A	Batavia—Stafford, Part 3	.....	....	Batavia, c	0.10	0.29	....	.....
				Batavia	0.19	.....	....			
5399	6 Pet. V-1185	7	Batavia Village	.....	....	Batavia, c	1.97	1.97	....	.....
5463	6	1	Le Roy—Caledonia	Le Roy	3.24	.....	....	3.24	....	.....
5493	6	6	Batavia—Stafford, Part 2	.....	....	Batavia, c	0.27	0.27	....	.....
5538	16	2	Le Roy—Pavilion, Part 1	Le Roy	2.04	.....	....	2.84	....	.....
				Pavilion	0.80	.....	....			
5582 [4]	16	1	Le Roy—Pavilion, Part 2	Pavilion	4.53	.....	....	.....	4.53	.....
				Towns	26.05	.....	....	21.52	4.53	.....
				Villages	.....	.....	....	.....	....	.....
				Cities	.....	.....	2.34	2.34	....	.....
				Totals	26.05	.....	2.34	23.86	4.53	.....

[1] Included in State Route No. 6.
[2] Original contract forfeited July 10, 1916.
[3] Constructed by R. R. Co. To be maintained by the State. Bridge 150 feet long not included in mileage.
[4] Original contract forfeited June 17, 1916.
*Exclusive of villages.

GREENE COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
613[1]	298, 2398...	Catskill—South Cairo.....	Catskill.....	5.60	.....	....	5.60	....	.....
719	2405.....	Greenville—Coxsackie, Part 2.....	New Baltimore.....	0.42	.....	....	5.56	....	.....
			Coxsackie.....	5.14	.....	....			
796	2405.....	Greenville—Coxsackie, Part 1.....	Greenville.....	4.62	.....	....	4.62	....	.....
797[2]	2399, 2400..	Hunter—Windham, Part 2.....	Windham.....	3.41	.....	....	3.41	....	.....
886[3]	2402.....	Lexington—Prattsville, Part 2.....	Lexington.....	0.12	.....	....	4.19	....	.....
			Prattsville.....	4.07	.....	....			
887[1]	2398.....	South Cairo—Cairo.....	Cairo.....	3.15	.....	....	3.15	....	.....
954[1]	2398, 2399..	Cairo Hamlet.....	Cairo.....	0.46	.....	....	0.46	....	.....
997	2402.....	Hunter—Jewett Center.....	Hunter.....	0.57	.....	....	6.11	....	.....
			Jewett.....	5.54	.....	....			
998	2400, 3064..	Hunter—Windham.....	Hunter.....	0.64	Hunter, v.....	0.13	6.27	....	.....
			Jewett.....	4.84	.....	....			
			Windham.....	0.66	.....	....			
1242	2403, 3258..	Hunter—Tannersville.....	Hunter.....	3.28	Hunter, v.....	1.15	.....	4.43	.....
1348	3243, 3277..	New Baltimore Station—Coeymans.	New Baltimore.....	3.98	.....	....	.....	3.98	.....
1364	2402.....	Lexington—Prattsville, Part 1.....	Lexington.....	6.02	.....	....	.....	6.02	.....
1365	3276.....	Greenville—Coxsackie, Part 3.....	Coxsackie.....	2.39	.....	....	2.39	....	.....
			Towns.....	54.91	.....	....	40.48	14.43	.....
			Villages.....	.....	.....	1.28	1.28	.....	.....
			Cities.....	.....	.....	....	.....	.....	.....
			Totals.....	54.91	.....	1.28	41.76	14.43	.....

STATE HIGHWAYS.

	Route No.	Section								
5027	3	2	Saugerties—Catskill, Part 3	Catskill	1.94		....	1.94	....	.....
5166	3	1	Saugerties—Catskill, Part 2	Catskill	3.87		....	3.87	....	.....
5198	3	11, 12	Coxsackie—Ravena, Part 1	Coxsackie	1.34		....	4.62	....	.....
				New Baltimore	3.28		....			
5233	5-A	7, 8	Cairo—Windham, Part 1	Cairo	3.39		....	3.39	....	.....
5366[4]	3	3, 5	Catskill Village	Catskill	.....	Catskill, v	1.74	1.74	....	.....
5367	3	6, 7	Catskill—Athens	Catskill	0.86		....	5.97	....	.....
				Athens	1.99	Athens, v	3.12			
5368	3	8, 9	Athens—Coxsackie	Athens	0.89		....	3.92	....	.....
				Coxsackie	3.03		....			
5369[5]	3	10	Coxsackie Village	Coxsackie	.....	Coxsackie, v	2.22	2.22	....	.....
5370	3	13	Coxsackie—Ravena, Part 2	New Baltimore	2.70		....	2.70	....	.....
5409	3	4	Catskill Village: West Bridge Street	Catskill	.....	Catskill, v	0.23	0.23	....	.....
5462	5-A	9	Cairo—Windham, Part 2	Cairo	2.06		....	2.44	....	.....
				Durham	0.38		....			
5491	5-A	17, 18	Prattsville—Ashland	Prattsville	1.81		....	5.18	....	.....
				Ashland	3.37		....			
5583	4	12, 13	Cairo—Windham, Part 2	Windham	4.77		....	.....	4.77	.....
5588	5-C	1–2	Kaaterskill Clove	Hunter	3.38		....	.....	3.95	.....
				Catskill	0.57		....			
				Towns	39.63		....	30.91	8.72	.....
				Villages	....		7.31	7.31	....	.....
				Cities	....		....	.....	....	.....
				Totals	39.63		7.31	38.22	8.72	.....

[1] Included in State Route No. 5-A.
[2] 1.54 miles included in State Route No. 5-A.
[3] 2.29 miles included in State Route No. 5-A.
[4] Original contract 1.97 miles; 0.23 mile canceled and re-let as No. 5409.
[5] Under 3-year guarantee. Division Engineer making necessary repairs upon refusal of contractor.
* Exclusive of villages.

HAMILTON COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
277[1]	457.....	Lake Pleasant—Speculator.....	Lake Pleasant.....	3.44	.....	....	3.44	....	.....
848[2]	1802, 1803..	Long Lake—Grove.....	Long Lake.....	3.74	.....	....	3.74	....	.....
874	1807.....	Nobleboro—Morehouseville.....	Morehouse.....	5.00	.....	....	5.00	....	.....
1025[3]	1809.....	Piseco—Lake Pleasant.....	Arietta.....	3.06	.....	....	7.75	....	.....
			Lake Pleasant.....	4.69	.....	....			
1098[4]	1806.....	Eagle Bay—Sixth Lake.....	Inlet.....	4.22	.....	....	.....	4.22	.....
1099	1816.....	Tupper Lake—Long Lake, Part 3...	Long Lake.....	5.03	.....	....	.....	....	5.03
1100	1815, 2895..	Indian Lake—County Line.....	Indian Lake.....	4.54	.....	....	.....	4.54	.....
1258	3273.....	Tupper Lake—Long Lake, Part 1...	Long Lake.....	5.01	.....	....	.....	5.01	.....
1458	1807, 1808, 3668.....	Morehouseville—Piseco, Part 1....	Morehouse.....	5.38	.....	....	.....	....	6.82
			Arietta.....	1.44	.....	....			
			Towns.....	45.55	.....	....	19.93	13.77	11.85
			Villages....	.....	.....	....	.....	.....	.....
			Cities.....	.....	.....	....	.....	.....	.....
			Totals.....	45.55	.....	....	19.93	13.77	11.85

STATE HIGHWAYS.

	Route No.	Section							
5038	24	1	County Line—Hope Center.....	Hope.....	2.99	.....	....	2.99	....	.....
5133	24	2, 3	Hope Center—Wells, Part 1.....	Hope.....	5.45	.....	....	5.45	....	.....
5189	25	13, 14	Newcomb—Long Lake, Part 2.....	Long Lake.....	8.43	.....	....	8.43	....	.....
5268[5]	24	4	Hope Center—Wells, Part 2.....	Hope.....	0.42	.....	....	6.01	....	....
				Wells.....	5.59	.....	....			

5514	24	5	Wells—Speculator, Part 1	Wells	6.98				6.98	
5523	24	6	Wells—Speculator, Part 2	Wells	3.36					
				Pleasant	3.38					6.74
				Towns	36.60			22.88	6.98	6.74
				Villages						
				Cities						
				Totals	36.60			22.88	6.98	6.74

HERKIMER COUNTY

COUNTY HIGHWAYS.

	Petition No.								
14[6]	64-A	Utica—Frankfort, Part 3	Frankfort	1.11			1.11		
133	237	Little Falls—Dolgeville	Manheim	2.29			2.29		
233	63	Frankfort—East Schuyler	Schuyler	1.64			1.64		
359[6]	64-A	Utica—Frankfort, Part 2	Frankfort	1.89			1.89		
360[7]	779	Poland—Cold Brook	Russia	0.35			0.35		
456[8]	858	Little Falls—East Creek:	Manheim	5.35			5.35		
457[9]	857	Little Falls—Herkimer	Little Falls	2.36					
			Herkimer	2.84			5.20		

[1] Included in State Route No. 24.
[2] Included in State Route No. 25. Original Contract 3.76 miles; 3.74 miles constructed.
[3] Original contract 7.82 miles; 7.75 miles constructed.
[4] 0.19 mile included in State Route No. 25. Original contract forfeited May 15, 1916.
[5] 0.23 mile not on direct route, due to change after construction.
[6] Included in State Route No. 6.
[7] Included in State Route No. 23.
[8] Included in State Route No. 6. Original contract 5.39 miles; 5.35 miles constructed.
[9] 5.32 miles originally constructed, 0.12 mile discarded to accommodate re-location under No. 5411. All included in State Route No. 6.
*Exclusive of villages.

HERKIMER COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
458	856, 1390...	Herkimer—Frankfort	Herkimer	2.98	.....	....	3.69	....	.....
			Schuyler	0.71	.....	....			
459	787, 855, 1414.....	East Schuyler—Deerfield	Schuyler	5.49	.....	....	5.49	....	.....
460	835, 836, 1378.....	Herkimer—Middleville	Fairfield	0.35	.....	....	6.30	....	.....
			Herkimer	4.89	.....	....			
			Newport	1.06	.....	....			
461[1]	832, 833, 846	Middleville—Poland	Fairfield	0.87	.....	....	6.07	....	.....
			Newport	5.20	.....	....			
462[2]	840.....	Old Forge—McKeever	Webb	9.91	.....	....	9.91	....	.....
463[11]	851.....	Manheim Center—Salisbury Center	Manheim	3.42	.....	....	5.39	....	.....
			Salisbury	1.97	.....	....			
464	849.....	Salisbury Center—Stratford	Salisbury	5.46	.....	....	5.46	....	.....
465	850, 852....	Salisbury Center—Burrells	Salisbury	5.43	.....	....	5.43	....	.....
466	850, 317....	Burrells—Middleville	Fairfield	5.10	Middleville, v..	0.39	5.49	....	.....
467[3]	848, 1033...	Newport—Norway—Cold Brook	Newport	1.26	Newport, v....	0.72	6.92	....	.....
			Norway	2.60	.....	....			
			Russia	1.81	Cold Brook, v..	0.53			
468	839, 853, 873	Little Falls—Fairfield	Little Falls	0.78	.....	....	.....	5.55	.....
			Fairfield	4.77	.....	....			
469[4]	790, 803....	Ilion—Cedarville	German Flats	....	.....	....	.....	....	.....
			Litchfield	....	.....	....			
470[5]	861.....	Mohawk—Jordanville	German Flats	1.63	.....	....	.....	....	4.33
			Warren	2.70	.....	....			
471[6]	781.....	Richfield Springs—Warren—Springfield	Warren	3.56	.....	....	3.56	....	.....

472	793, 864....	Columbia—Mohawk.....	Columbia.....	3.15	.....	....	6.15	....	.....
			German Flats.....	2.91	Mohawk, v....	0.09			
473[7]	871.....	Little Falls—Jacksonburg.....	Little Falls.....	3.03	.....	....	.....	....	3.03
813[8]	867.....	Ilion—Frankfort—Utica.....	.....	....	.....	....	.....	....	.....
830[9]	862								
831	1034, 2607..	Little Falls—Montgomery County Line.....	Danube.....	5.63	.....	....	5.63	....	.....
868	V-18, 851...	Dolgeville Village.....	Manheim.....	....	Dolgeville, v...	2.06	2.06	....	.....
869	V-8, 835....	Middleville Village.....	Newport.....	....	Middleville, v..	0.59	0.64	....	.....
			Fairfield.....	....	Middleville, v..	0.05			
870	V-35, V-37..	Herkimer Village: West and East German Streets.....	Herkimer.....	....	Herkimer, v....	1.96	1.96	....	.....
871[10]	863.....	Cedarville—West Winfield.....	Winfield.....	....	.....	....	.....	....	.....
1257	V-320.....	Little Falls City: East Monroe Street	.....	....	Little Falls, c..	1.81	1.81	....	.....
1346	1310.....	Frankfort—Gulph.....	Frankfort.....	5.10	.....	....	.....	5.10	.....
1362	860, 1306...	Vanhornesville—Starkville.....	Stark.....	5.84	.....	....	.....	....	5.84
1363	1415.....	Paines Hollow—Stone House.....	Little Falls.....	5.67	.....	....	.....	....	5.67
			Towns.....	121.11	.....	....	91.59	10.65	18.87
			Villages.....	.....	.....	6.39	6.39	.....	.....
			Cities.....	.....	.....	1.81	1.81	.....	.....
			Totals.....	121.11	.....	8.20	99.79	10.65	18.87

[1] Included in State Route No. 26.
[2] Included in State Route No. 6. Original plans 10.34 miles. Due to changes in alignment, etc. 9.91 miles were actually built.
[3] 2.34 miles included in State Route No. 23.
[4] Built as part of State Highway No. 5466 on Route No. 23-A.
[5] 3.13 miles included in State Route No. 5. Original plans 7.46 miles. 2.86 miles built as No. 5579 and 0.27 mile as No. 5584. Of the remaining mileage, 1.08 miles in Warren and 1.63 miles in German Flats have been stricken from the approved system.
[6] Original plans 4.10 miles. 2.00 miles included in State Road No. 5, of which 1.30 miles were built as part of No. 5524 and 0.70 as No. 5584. Balance combined with No. 830.
[7] Included in State Route No. 26.
[8] Built on State Highways No. 5209 and No. 5219 on Route No. 6.
[9] Original plans, 5.51 miles. 3.97 miles included in State Route No. 5 and built as part of No. 5524. Balance combined with No. 471.
[10] Original plans, 5.05 miles. 0.93 mile included in State Route No. 23-A and 0.10 mile built as No. 5565. The balance entirely stricken from the approved system.
[11] Original contract mileage 5.52; change due to corrected length.
*Exclusive of villages.

HERKIMER COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5060[1]	6	6–8	Herkimer Village: East Albany St..	Herkimer.....	....	Herkimer, v....	0.63	0.63	....	.....
5064	26	10–12	Middleville Village and Newport Village.....	Fairfield.....	....	Middleville, v..	0.53	1.56	....	.....
				Newport.....	....	Newport, v....	1.03			
5069	26	14	Poland Village—Coldbrook Village..	Newport.....	....	Poland, v.....	0.54	2.03	....	.....
	23	1, 3		Russia.....	....	Poland, v.....	0.69			
				Russia.....	....	Cold Brook, v..	0.80			
5105	6	2, 4	Little Falls City.....	.....	....	Little Falls, c..	1.45	1.45	....	.....
5159[5]	6	1	East Creek.....	Manheim.....	0.17	.....	....	0.17	....	.....
5161	6	13	Ilion Village.....	German Flats.....	....	Ilion, v.....	1.51	1.51	....	.....
5170	6	10	Mohawk Village	German Flats.....	....	Mohawk, v....	1.35	1.35	....	.....
	Pet.	V-1007								
5209	6	18	Utica—Frankfort, Part 1.....	Frankfort.....	3.06	.....	....	3.06	....	.....
5219	6	14, 15	Ilion—Frankfort.....	Frankfort.....	0.98	Frankfort, v...	1.26	2.47	....	.....
	Pet.	V-1062		German Flats.....	0.23	.....	....			
5248[2]	25	1	Boonville Town Line—McKeever...	Wilmurt.....	0.44	.....	....	1.23	....	.....
				Webb.....	0.79	.....	....			
5411	6	5-A	West Creek.....	Herkimer.....	0.05	Herkimer, v....	0.04	0.09	....	.....
5441	25	3	Old Forge Village.....	Webb.....	....	Old Forge, v...	1.27	1.27	....	.....
5465[3]	23-A	6	West Winfield—Bridgewater.....	Winfield.....	0.14	West Winfield, v	1.03	1.17	....	.....
	23	1								
5466	23-A	2, 3	Ilion—Cedarville.....	German Flats.....	2.26	.....	....	7.12	....	.....
				Litchfield.....	4.86	.....	....			
5513	23-A	1	Ilion Village: Otsego Street.....	German Flats.....	....	Ilion, v.....	0.90	0.90	....	.....
5524	5	1, 2	Jordanville—Richfield Springs.....	Warren.....	5.27	.....	....	5.27	....	.....
5559[4]	26	15–16	Poland—Trenton.....	Russia.....	3.56	Poland, v.....	0.74	.....	4.30	.....

5579	5	4, 5	Mohawk—Paines Hollow.....	German Flats.....	6.34	.....	....	.....	6.55	.....
				Little Falls.....	0.21	.....	....			
				Little Falls.....	0.04	.....	....			
5584	5	3	Paines Hollow—Jordanville.....	German Flats.....	1.09	.....	....	4.21	....	.....
				Warren.....	3.08	.....	....			
				Litchfield.....	0.09	.....	....			
5621	23-A	4, 5	Cedarville—West Winfield.....	Columbia.....	1.12	.....	....	.....	....	5.57
				Winfield.....	4.36	.....	....			
5631	5	6	Mohawk Village: Columbia and Hammond Streets.....	German Flats.....	....	Mohawk, v....	0.71	.....	0.71	....
				Towns.....	38.14	.....	....	22.46	10.11	5.57
				Villages....	.....	.....	13.08	11.49	1.45	.....
				Cities.....	.....	.....	1.45	1.45	.....	.....
				Totals.....	38.14	.....	14.53	35.40	11.56	5.57

JEFFERSON COUNTY

COUNTY HIGHWAYS.

	Petition No.									
147	265.....	Burrs Mills.....	Watertown.....	2.85	.....	....	3.92	....	.....
			Rutland.....	1.07	.....	....			
181	340.....	Watertown — Sacketts Harbor — Henderson, Part 1	Hounsfield.....	6.04	.....	....	6.04	....	.....
182	342.....	Redwood—Alexandria Bay, Part 1..	Alexandria.....	2.97	.....	....	2.97	....	.....

[1] Original plans 0.77 mile. 0.68 mile constructed. 0.05 mile discarded for re-location under No. 5411.
[2] Part in Oneida county. Total length 18.00 miles.
[3] 1.27 miles in Oneida county and 1.53 miles in Otsego county. Total length 3.97 miles.
[4] Total length 8.89 miles. 4.50 miles in Oneida county.
[5] Original plans 0.14 mile. 0.03 mile added by change in alignment.
* Exclusive of villages.

JEFFERSON COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
183	339.....	Adams—Henderson, Part 1.....	Adams.....	3.02	.....	....	3.02	....	.....
184	344.....	Pierrepont Manor—Ellisburg.....	Ellisburg.....	2.95	.....	....	2.95	....	.....
185	272.....	State.....	Lorraine.....	1.00	.....	....	1.00	....	.....
186	343.....	Depot.....	Lyme.....	0.99	.....	....	0.99	....	.....
234	339.....	Adams—Henderson, Part 2.....	Adams.....	0.70	.....	....	6.89	....	.....
			Henderson.....	6.19	.....	....			
235	340.....	Watertown—Sacketts Harbor—Henderson, Part 2	Hounsfield.....	2.23	.....	....	2.23	....	.....
236	342.....	Redwood—Alexandria Bay, Part 2..	Alexandria.....	4.17	.....	....	4.17	....	.....
237	341.....	Sacketts Harbor.....	Watertown.....	1.45	.....	....	1.45	...	.....
238	339, 345....	Henderson Harbor.....	Henderson.....	5.09	.....	....	5.09	....	.....
423	401.....	Watertown—Theresa, Part 3.....	Theresa.....	4.19	.....	....	4.19	....	.....
424	439.....	Belleville—Adams, Part 1.....	Ellisburg.....	1.37	.....	....	1.60	....	.....
			Adams.....	0.23	.....	....			
425[1]	490.....	Adams—Watertown, Part 2.....	Adams.....	3.16	.....	....	3.16	....	.....
426	466.....	State, Part 2.....	Lorraine.....	4.03	.....	....	4.03	....	.....
427[2]	464, 489....	Watertown—Carthage, Part 2.....	Rutland.....	3.05	.....	....	5.45	....	.....
			Champion.....	2.40	.....	....			
428[3]	451.....	Watertown—Carthage, Part 3.....	Wilna.....	4.87	.....	....	4.87	....	.....
440[4]	440, 441, 442	Philadelphia.....	Philadelphia.....	5.39	.....	....	5.39	....	.....
565[5]	541.....	Watertown—Theresa, Part 1.....	Pamelia.....	7.35	.....	....	7.35	....	.....
624[6]	450.....	Carthage—Wilna.....	Wilna.....	3.09	.....	....	3.09	....	.....
625	782-H, 438..	Theresa—Antwerp, Part 2.....	Antwerp.....	5.37	.....	....	5.37	....	.....
626	488.....	Burrs Mills—South Champion.....	Rutland.....	4.55	.....	....	4.55	....	.....

814	782.....	Watertown—Theresa, Part 2	Pamelia.....	0.09	.....	....	5.31	....	.....
			Le Ray.....	5.22	.....	....			
835	467, 3253, 2388.....	Adams Center—Tremaines Corners.	Rodman.....	5.39	.....	....	7.04	....	.....
			Adams.....	1.65	.....	....			
836[7]	.....	Watertown—Carthage, Part 1.....	.....	....	.....	....	.....	....	.....
844	V-3, 339....	Henderson Village.....	Henderson.....	....	Henderson, v...	1.06	1.06	....	.....
1129	3013.....	Lewis County Line—So. Champion.	Champion.....	2.45	.....	....	2.45	....	.....
1130	3404, V-243.	Alexandria Bay: Church Street.....	Alexandria.....	....	Alexandria Bay	0.37	0.37	....	.....
1131	3377, V-242.	Sacketts Harbor.....	Hounsfield.....	....	Sacketts Harbor	2.46	2.46	....	.....
1132	1027.....	Ellisburg—Belleville.....	Ellisburg.....	2.29	.....	....	2.29	....	.....
1133	782.....	Theresa—Antwerp, Part 1.....	Theresa.....	1.04	.....	....	4.72	....	.....
			Antwerp.....	3.68	.....	....			
1134[8]	V-257, 3274.	Watertown City: Gifford and State Streets.....	Watertown	0.16	.....	....	1.00	....	.....
			.....	....	Watertown, c ..	0.84			
1148	782, 1029, 3372.....	Cape Vincent—Watertown, Part 1..	Cape Vincent.....	4.86	Cape Vincent,v.	1.54	8.92	....	.....
			Lyme.....	2.52	.....	....			
1149	3379.....	Ellisburg—Village.....	Ellisburg.....	....	Ellisburg, v....	1.70	1.70	....	.....
1150	3378, V-249.	Belleville Village: Main and Washington Streets.....	Ellisburg.....	....	Belleville, v....	1.13	1.13	....	.....
1151	2387, 2856, 3374.....	Theresa—Browns Corners.....	Theresa.....	3.58	Theresa, v.....	1.28	8.24	....	.....
			Alexandria.....	3.38	.....	....			
1164	1029, 782, V-252....	Cape Vincent—Watertown, Part 2..	Lyme.....	4.35	Chaumont, v...	1.76	9.14	....	.....
			Brownville.....	3.03	.....	....			

[1] Included in State Route No. 30.
[2] 5.00 miles included in State Route No. 27.
[3] Included in State Route No. 27.
[4] 1.40 miles included in State Route No. 30.
[5] 0.65 mile included in State Route No. 30.
[6] Included in State Route No. 30-A.
[7] Built as State Highway No. 5005 on Route No. 27.
[8] 0.35 mile included in State Route No. 27.
* Exclusive of villages.

JEFFERSON COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1165	1153, V-279.	Theresa—Philadelphia, Part 1.....	Theresa.....	2.26	Theresa, v.....	1.27	3.53	....	.....
1166	3413, V-253.	Adams Village: South Main Street and Pierrepont Manor Hamlet: Ellisburg Street.....	Adams.....	....	Adams, v.....	0.30	0.78	....	.....
			Ellisburg.....	0.48	.....	....			
1181	V-259, 3373, 3430.....	Adams Village: Railroad Street.....	Adams.....	....	Adams, v.....	0.67	0.67	....	.....
1182	V-309, 3370, 2985, 2982, 2984, V-284.....	Cape Vincent—Watertown, Part 3..	Brownville.....	1.18	Dexter, v.....	0.55	8.36	....	.....
			Hounsfield.....	3.84	.....	....			
			Watertown.....	1.62	.....	....			
			.....	....	Watertown, c..	1.17			
1197	3444, 3447, V-307....	Carthage—Naumburg, Part 1.....	Wilna.....	0.74	Carthage, v....	1.07	1.81	....	.....
1225	2382.....	Lorraine—Worth, Part 1.....	Lorraine.....	2.86	.....	....	2.86	....	.....
1226	2733, 2853..	Lorraine—Worth, Part 2.....	Worth.....	2.40	.....	....	2.40	....	.....
1227[1]	3432.....	Redwood—St. Lawrence Co. Line..	Alexandria.....	4.60	.....	....	.....	4.60	.....
1253	2980, 2978, V-323	Chaumont—Depauville.....	Lyme.....	3.23	Chaumont, v...	0.25	6.09	....	.....
			Clayton.....	2.61	.....	....			
1255	2981, 2979..	Cape Vincent—Clayton.....	Cape Vincent.....	8.39	.....	....	.....	14.05	.....
			Clayton.....	4.95	Clayton, v.....	0.71			
1256	3521, 2977..	Gunn Cors.—Fishers Landing, Pt. 1.	Clayton.....	0.42	.....	....	.....	7.76	.....
			Orleans.....	7.34	.....	....			
1397	2977, 3518..	Gunn Cors.—Fishers Landing, Pt. 2.	Orleans.....	6.65	.....	....	.....	....	6.65
1484	V-30.....	Philadelphia Vill.: North & South Main Streets.....	Philadelphia.....	....	Philadelphia...	0.66	.....	0.66	.....

				Towns	187.03	.....	....	154.68	25.70	6.65
				Villages	.....	.....	16.78	15.41	1.37	.....
				Cities	.....	.....	2.01	2.01	.....	.....
				Totals	187.03	.....	18.79	172.10	27.07	6.65

STATE HIGHWAYS.

	Route No.	Section								
5005 [2]	27	5, 7	Black River—Watertown	Le Ray	2.81	.....	....	4.68	....	.....
				Pamelia	0.77	.....	....			
				Rutland	....	Black River, v.	1.10			
5119	30	11	Adams—Watertown, Part 3	Watertown	3.24	.....	....	3.24	....	.....
5140	27	10, 11	Watertown—Clayton, Part 1	.....	....	Watertown, c..	0.85	5.24	....	.....
				Pamelia	4.39	.....	....			
5152	27	4-C	Felts Mills	Rutland	0.29	.....	....	0.29	....	.....
5175	27	6	Black River	Rutland	....	Black River, v..	0.36	0.41	....	.....
				Le Ray	0.05	.....	....			
5266	27	13	Watertown—Clayton, Part 3	Clayton	6.20	Clayton, v.....	1.11	7.31	....	.....
5267	27	12	Watertown—Clayton, Part 2	Pamelia	0.20	.....	....	8.45	....	.....
				Brownville	3.18	.....	....			
				Clayton	5.07	.....	....			
5269	30	13, 14	County Line—Adams Center	Ellisburg	8.16	Mannsville, v..	1.17	13.38	....	.....
				Adams	2.93	Adams, v.....	1.12			
5269-A [3]	Pet. V-1188		County Line—Adams Center	Adams	....	Adams, v.....	0.16	.....	....	0.16
5269-B [3]			County Line—Adams Center	Ellisburg	0.51	.....	....	0.51	....	.....
5304	27 / Pet. V-1083	14	Clayton—Alexandria Bay	Clayton	3.14	Clayton, v.....	0.68	11.33	....	.....
				Orleans	2.94	.....	....			
				Alexandria	3.98	Alexand. Bay, v	0.59			

[1] Original contract forfeited September 27, 1916.
[2] Original contract 4.84 miles; 4.77 miles constructed, of which 0.03 mile was rebuilt as part of No. 5173. 0.03 mile in Le Roy and 0.08 mile in Rutland discarded or reconstructed under No. 5175.
[3] A portion of No. 5269 omitted from original contract.
*Exclusive of villages.

JEFFERSON COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5304-A [1]	27	17	Clayton—Alexandria Bay	Clayton	....	Clayton, v	0.15	.....	....	0.15
5332 [2]	27	1	Lowville—Carthage	Champion	....	West Carthage.	1.12	1.12	....	.....
5332-A [2]	Pet. V-1200									
5344	27	2, 4	Carthage Village: State and School Streets and West End Avenue	Wilna	....	Carthage, v	2.12	2.12	....	.....
	30-A	1								
	Pet. V-1121									
5402	30-A	1-A	Carthage Village: State Street	Wilna	....	Carthage, v	0.35	.....	....	0.35
	27	3								
5403	27	13-A	Clayton Village	Clayton	....	Clayton, v	1.17	1.17	....	.....
	Pet. V-1181									
5426	30	10	Adams—Watertown, Part 4	Watertown	1.81	.....	....	1.81	....	.....
5427	30	1	Antwerp—County Line	Antwerp	5.36	Antwerp, v	0.40	5.76	....	.....
5530	27	8	Watertown City: Eastern Boulevard	.....	....	Watertown, c	1.08	1.08	....	.....
5548	30	2, 3	Philadelphia—Antwerp	Philadelphia	2.15	Philadelphia, v.	1.25	7.27	....	.....
	30-A	7		Antwerp	2.78	Antwerp, v	1.09			
5617	30	4	Watertown—Philadelphia, Part 2	Le Ray	3.79	.....	....	.....	5.03	.....
				Philadelphia	1.24	.....	....			
5618	30-A	6	Carthage—Antwerp, Part 4	Wilna	0.84	.....	....	.....	4.05	.....
	Pet. V-1222			Antwerp	2.75	Antwerp, v	0.46			
				Towns	68.58	.....	.....	58.84	9.08	0.66
				Villages	.....	.....	14.40	14.40	....	.....
				Cities	.....	.....	1.93	1.93	....	.....
				Totals	68.58	.....	16.33	75.17	9.08	0.66

LEWIS COUNTY

COUNTY HIGHWAYS.

	Petition No.								
847 [3]	547, 816....	Copenhagen—Lowville, Part 2.....	Lowville.....	5.42	.....	....	5.42	....	.....
937	V-10, 2641..	Copenhagen—(Denmark).....	Denmark.....	2.70	Copenhagen, v.	1.12	3.82	....	.....
1020	816.....	Copenhagen—Lowville, Part 1.....	Harrisburg.....	4.42	.....	....	4.61	....	.....
			Lowville.....	0.19	.....	....			
1092	V-219.....	Lowville Village.....	Lowville.....	....	Lowville, v....	0.51	0.51	....	.....
1191	3070.....	Carthage—Naumburg, Part 2.....	Croghan.....	6.38	.....	....	6.38	....	.....
1192	3070, 816...	Naumburg—Croghan.....	Croghan.....	3.97	.....	....	5.73	....	.....
			New Bremen.....	1.76	.....	....			
1193	816, 3420...	Lowville—Croghan	Lowville.....	2.37	.....	....	9.17	....	.....
			New Bremen.....	6.34	Croghan, v....	0.46			
1299	3192.....	Constableville—Lyons Falls, Part 2.	West Turin.....	2.00	.....	....	2.00	....	.....
1300	547.....	Barnes Corners—West Lowville, Part 2.....	Harrisburg.....	6.65	.....	....	.....	8.82	.....
			Lowville.....	2.17	.....	....			
1301	V-328, 3525.	Lowville Village: Shady Avenue and East State Street.....	Lowville.....	....	Lowville, v.....	1.27	1.27	....	.....
1442	816, 3212 3213.....	Barnes Cors.—Copenhagen, Part 2..	Pinckney.....	2.49	.....	....	.....	....	4.74
			Harrisburg.....	0.08	.....	....			
			Denmark.....	1.71	Copenhagen, v.	0.46			
1490	2389, 547...	Barnes Cors.—W. Lowville, Part 1..	Pinckney.....	5.37	.....	....	.....	5.37	.....
			Towns.....	54.02	.....	....	35.55	14.19	4.28
			Villages....	.....	.....	3.82	3.36	....	0.46
			Cities.....	.....	.....	....	.....	....	.....
			Totals.....	54.02	.....	3.82	38.91	14.19	4.74

[1] A portion of No. 5304 cancelled for grade crossing elimination.
[2] Total length 14.33 miles. Part in Lewis county. 0.76 mile of original contract in Jefferson county cancelled and re-let as No. 5332-A.
[3] Original contract 5.74 miles. 5.42 miles constructed of which 0.02 mile was rebuilt as No. 1020.
[*] Exclusive of villages.

LEWIS COUNTY — Concluded

STATE HIGHWAYS. Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5036	27	7	Lowville—Martinsburg	Lowville	0.57		....	2.61	....	.....
				Martinsburg	2.04		....			
5077	27	6	Martinsburg—Turin	Martinsburg	3.08		....	3.08	....	.....
5309	27 Pet. V-1092	8	Lowville Village	Lowville	....	Lowville, v	1.30	1.30	....	.....
5327	27	1–5	Oneida County Line—Turin	Leyden	5.67		....	14.77	....	.....
				West Turin	3.10		....			
				Turin	4.92	Turin, v	1.08			
5332[1] 5332-B[1]	27	9, 10	Lowville—Carthage	Lowville	5.53		....	13.21	....	.....
				Denmark	7.68		....			
				Towns	32.59		....	32.59	....	.....
				Villages	.....		2.38	2.38	....	.....
				Cities	.....		....	.....	....	.....
				Towns	32.59		2.38	34.97	....	.....

LIVINGSTON COUNTY

COUNTY HIGHWAYS.	Petition No.									
482	122		Dansville—Mount Morris, Part 3	Mount Morris	2.23		....	2.23	....	.....
622[2]	123		Mount Morris—Geneseo	Mount Morris	1.39		....	5.17	....	.....
				Groveland	1.27		....			
				Geneseo	2.51		....			
623	124		Geneseo—Avon	Geneseo	3.72		....	6.97	....	.....
				Avon	3.25		....			
714	122		Dansville—Mount Morris, Part 1	North Dansville	0.72		....	5.37	....	.....
				West Sparta	4.65		....			

715	122.....	Dansville—Mount Morris, Part 2...	West Sparta.....	2.89	.....	....	4.54	....	.....
			Groveland.....	1.65	.....	....			
716	1616.....	Livonia—Lakeville.....	Livonia.....	2.22	.....	....	2.22	....	.....
717	1168, 1608, 2372, 2373	Livonia—Ontario County Line....	Livonia.....	5.83	.....	....	5.83	....	.....
718	1249, 1607..	Geneseo—Piffard.....	York.....	2.12	.....	....	2.12	....	.....
828	1614.....	Kuder's Cor's—Springwater Town L.	Conesus.....	7.17	.....	....	7.17	....	.....
829	V-272, 2374.	Livonia—Conesus Town Line.....	Livonia.....	3.63	Livonia, v.....	0.54	4.17	....	.....
855[3]	V-60.....	Mount Morris Village.....	Mount Morris.....	....	Mt. Morris, v..	0.47	0.47	....	.....
856	V-29, 2645..	Geneseo Village.....	Geneseo.....	....	Geneso, v.....	1.32	1.32	....	.....
867	V-42.....	Dansville Village.....	North Dansville....	....	Dansville, v....	1.09	1.09	....	.....
1010	V-103.....	Livonia Village.....	Livonia.....	....	Livonia, v.....	0.98	0.98	....	.....
1030	V-149, 3036.	Avon Village.....	Avon.....	....	Avon, v.....	1.25	1.25	....	.....
1247	1609, 2552..	Moscow—Geneseo.....	Leicester.....	2.63	.....	....	3.51	....	.....
			Geneseo.....	0.88	.....	....			
1248	2551, V-49..	Perry Center—Moscow, Part 2.....	Leicester.....	3.22	Moscow, v.....	0.74	3.96	....	.....
1249	3154.....	West Rush—East Avon.....	Avon.....	2.18	.....	....	2.18	....	.....
1318	3349.....	W. Bloomfield—Honeoye Falls, P't 2	Lima.....	0.24	.....	....	0.24	....	.....
1321[4]	1610.....	Conesus—Wayland.....	Springwater.....	8.34	.....	....	.....	8.34	.....
1350	2370, 3660, 3664.....	Nunda—Dalton.....	Nunda.....	3.03	Nunda, v.....	0.39	3.42	....	.....
1351	311.....	Groveland—West Sparta.....	Groveland.....	1.11	.....	....	.....	2.05	.....
			West Sparta.....	0.94	.....	....			
1459	3592, 3731..	Wayland—Dansville, Part 2.....	North Dansville....	1.29	Dansville, v....	0.18	1.47	....	.....
			Towns.....	69.11	.....	....	58.72	10.39	.....
			Villages.....	.....	.....	6.96	6.96	.....	.....
			Cities.....	.....	.....	....	.....	.....	.....
			Totals.....	69.11	.....	6.96	65.68	10.39	.....

[1] Total length 14.33 miles. Part in Jefferson county. Original plans 13.21 miles in Lewis county. 1.76 miles in Lowville and 5.10 miles in Denmark cancelled and re-let as No. 5332-B.
[2] 1.66 miles included in State Route No. 15.
[3] Included in State Route No. 15.
[4] Original contract forfeited August 2, 1916.
*Exclusive of villages.

LIVINGSTON COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5021	6 16	7 1	Leroy—Caledonia—Mumford	Caledonia	1.91	Caledonia, v	2.08	3.99	....	.....
5142	6	1	Lima—East Bloomfield, Part 1	Lima	2.91	Lima, v	1.14	4.05	....	.....
5270	43 Pet.	1 V-1053	Portage—Mount Morris, Part 3	Mount Morris	6.15	Mt. Morris, v	0.77	6.92	....	.....
5271	43 Pet. Pet.	2 V-1080, V-1109	Portage—Mount Morris, Part 2	Portage Nunda Mount Morris	0.77 2.05 1.91	..... Nunda, v	.... 0.77	5.50	....	.....
5272 [1]	43	3	Portage—Mount Morris, Part 1	Portage	4.26	.....	....	4.26	....	.....
5273	6	3	Caledonia—Avon	Caledonia	5.82	Caledonia, v	0.48	6.30	....	.....
5302	6 Pet.	2 V-1050	Avon—Lima	Avon Lima	3.75 1.11	Avon, v	1.54	6.40	....	.....
5398	15 Pet.	1 V-1100	County Line—Dansville	North Dansville	0.82	Dansville, v	3.58	4.40	....	.....
5593	15	12, 13	Caledonia—Mount Morris, Part 1	Caledonia York	3.63 3.64	Caledonia, v	0.42	.....	7.69	.....
				Towns	38.73	.....	.....	31.04	7.69	.....
				Villages	.....	.....	10.78	10.78	....	.....
				Cities	.....	.....	.....	.....	....	.....
				Totals	38.73	.....	10.78	41.82	7.69	.....

MADISON COUNTY

COUNTY HIGHWAYS.

	Petition No.								
337	510	Syracuse Turnpike	Cazenovia	1.58	.....	....	1.58	....	.....
339	509	Georgetown	Georgetown	3.29	.....	....	3.29	....	.....

506	744.....	Chittenango—Eagle Village.....	Sullivan.....	2.18	.....	....	2.18	....	.....
726[2]	1317, 1365, 1384.....	Chittenango—Oneida, Part 2.....	Lenox.....	5.18	Wampsville, v.	0.68	7.53	....	.....
			.....	....	Oneida, c.....	1.67			
727[3]	1358, 1316..	Chittenango—Oneida, Part 1.....	.....	....	.....	....	.....	....	.....
811	2588.....	Georgetown—Otselic.....	Georgetown.....	2.39	.....	....	2.39	....	.....
812	765.....	Canastota—South Bay.....	Lenox.....	4.80	.....	....	4.80	....	.....
883	2593.....	De Ruyter—Otselic, Part 1.....	De Ruyter.....	2.14	.....	....	2.14	....	.....
908	V-61.....	Canastota Village.....	Lenox.....	....	Canastota, v...	2.07	2.07	....	.....
955	V-134.....	Chittenango Vil.: Seneca Turnpike..	Sullivan.....	....	Chittenango, v.	0.45	0.45	....	.....
962	2589.....	Bridgeport—Lakeport.....	Sullivan.....	5.09	.....	....	5.09	....	.....
1022	2589.....	Lakeport—Oneida Lake.....	Sullivan.....	3.18	.....	....	3.18	....	.....
1110	2586.....	Oneida—South Bay, Part 1.....	.....	....	Oneida, c.....	3.05	3.05	....	.....
1160	2587, 2855..	Oneida—Munnsville, Part 1.....	.....	....	Oneida, c.....	3.32	4.95	....	.....
			Stockbridge.....	1.63	.....	....			
1216	3215, V-246.	Chittenango—Lakeport, Part 1....	Sullivan.....	1.70	Chittenango, v.	0.16	1.86	....	.....
1217	2855, 766...	Oneida—Munnsville, Part 2.....	Stockbridge.....	2.25	Munnsville, v..	0.93	3.18	....	.....
1326	V-314, 3473.	DeRuyter Village: Albany Street....	DeRuyter.....	....	DeRuyter, v...	0.18	0.18	....	.....
1360	2855, 2854..	Munnsville—Pratts Hollow—Pine Woods.....	Stockbridge.....	2.90	Munnsville, v..	0.03	.....	6.54	.....
			Eaton.....	3.61	.....	....			
1361	2817.....	Oneida Lake—South Bay and Oneida—South Bay, Part 2.....	Lenox.....	5.65	.....	....	.....	5.65	.....
1374	V-337.....	Oneida City: William Street.....	.....	....	Oneida, c.....	0.91	0.91	....	.....
			Towns.....	47.57	.....	....	35.41	12.16	.....
			Villages....	.....	.....	4.50	4.47	0.03	.....
			Cities.....	.....	.....	8.95	8.95	....	.....
			Totals.....	47.57	.....	13.45	48.83	12.19	.....

[1] Original mileage 4.20. 4.26 miles constructed.
[2] 5.84 miles included in State Route No. 6.
[3] Built as State Highways No. 5014 and No. 5120 on Route No. 6.
[4] Exclusive of villages.

MADISON COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5014	6	4	Chittenango—Oneida, Part 1	Sullivan	3.19		....	3.19	....	.....
5078	6	1	Wampsville—Oneida Castle	.....	....	Oneida, c.	2.56	2.56	....	.....
5120	6 Pet. V-1013	5	Fayetteville—Chittenango, Part 2	Sullivan	1.95	Chittenango, v.	1.36	3.31	....	.....
5329	9	6, 7	Cazenovia—Morrisville	Cazenovia	1.37		....	10.11	....	.....
				Nelson	6.33		....			
				Eaton	2.24	Morrisville, v.	0.17			
5330	9	8, 9	Morrisville—Bouckville	Eaton	4.15	Morrisville, v.	0.87	5.63	....	.....
				Madison	0.61		....			
5380	8	7	Bouckville—Madison	Madison	1.78	Madison, v.	0.67	2.45	....	.....
5447	8	8	Madison—Oriskany Falls	Madison	3.35		....	3.35	....	.....
5492	8	4–6	Hamilton—Bouckville	Hamilton	....	Hamilton, v.	1.52	5.79	....	.....
				Madison	2.98		....			
				Eaton	1.29		....			
5515	9	1	De Ruyter Vil.: Cortland & Utica Sts.	De Ruyter	....	De Ruyter, v.	0.81	0.81	....	.....
5585[1]	8	1, 2, 3	Earlville—Hamilton	Hamilton	3.28	Earlville, v.	0.76	.....	5.59	.....
				Lebanon	1.55		....			
5586	9	2, 3	DeRuyter—New Woodstock	De Ruyter	6.09		....	.....	7.91	.....
				Cazenovia	1.82		....			
				Towns	41.98		....	28.48	13.50	.....
				Villages	.....		6.16	6.16	.....	.....
				Cities	.....		2.56	2.56	.....	.....
				Totals	41.98		8.72	37.20	13.50	.....

MONROE COUNTY

COUNTY HIGHWAYS.

	Petition No.									
5[2]	33.....	Fa t Av. (Brighton—Fairport, Pt. 1)	Brighton.....	1.71	.....	....	2.45	....	.....
			Pittsford.....	0.74	.....	....			
6[3]	40.....	Ridge, Pt. 1 (Rochester—W. Greece)	Greece.....	6.49	.....	....	6.49	....	.....
15	41.....	Hudson Avenue, Part 1.....	.....	....	Rochester, c...	0.03	0.63	....	.....
			Irondequoit.....	0.60	.....	....			
60[4]	43.....	Fairport (Brighton—Fairport, Pt. 2)	Pittsford.....	1.78	.....	....	3.04	....	.....
			Perinton.....	1.26	.....	....			
61	129.....	Pittsford.....	Pittsford.....	1.30	.....	....	1.30	....	.....
62	45, 917.....	West Henrietta—Rochester.....	.....	....	Rochester, c...	0.04	6.24	....	.....
			Brighton.....	2.22	.....	....			
			Henrietta.....	3.98	.....	....			
63	46, 121.....	Rochester—Scottsville, Pt. 1.....	Chili.....	1.92	.....	....	2.25	....	.....
			.....	....	Rochester, c...	0.33			
78	38.....	Clifton, Pt. 1 (Maplewood—Chili)..	Chili.....	3.62	.....	....	3.62	....	.....
79[7]	46.....	Rochester—Scottsville, Pt. 2.....	Chili.....	6.32	.....	....	7.58	....	.....
			Wheatland.....	0.53	Scottsville, v...	0.73			
80	39, 210.....	Hamlin, Pt. 1 (Brockport—Hamlin).	Clarkson.....	4.63	.....	....	4.63	....	.....
81	39.....	Hamlin, Pt. 2 (Hamlin—N. Hamlin)	Hamlin.....	4.06	.....	....	4.06	....	.....
82[5]	34.....	Buffalo, Pt. 1 (Rochester—Lincoln Park).....	Gates.....	0.40	.....	....	0.40	....	.....
83[6]	34.....	Buffalo, Pt. 2 (Lincoln Pk—Moreton)	Gates.....	5.20	.....	....	5.20	....	.....

[1] Total length 6.18 miles. Part in Chenango county.
[2] 2.32 miles included in State Route No. 20.
[3] 30 feet included in Rochester by change in corp. lines.
[4] 2.90 miles included in State Route No. 20.
[5] Original mileage built was 0.36 mile; 0.18 mile discarded at grade crossing and 0.22 mile built under Repair Contract No. 678.
[6] Original mileage built was 5.09 miles; 0.41 mile at grade crossing discarded and 0.52 mile built under Repair Contract No. 678.
[7] 0.05 included in Route No. 15.
* Exclusive of villages.

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MONROE COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
94[1]	32, 193.....	Monroe Avenue.....	.....	....	Rochester, c...	0.23	4.15	....	.....
			Brighton.....	2.33	.....	....			
			Pittsford.....	1.59	.....	....			
98[2]	42.....	Rochester—Webster, Part 1.....	.....	....	Rochester, c...	0.05	1.58	....	.....
			Irondequoit.....	1.53	.....	....			
99[2]	42.....	Rochester—Webster, Part 2.....	Penfield.....	2.36	.....	....	2.96	....	.....
			Webster.....	0.60	.....	....			
100[2]	42.....	Rochester—Webster, Part 3.....	Webster.....	3.06	Webster, v.....	0.34	3.40	....	.....
101[2]	42.....	Rochester—Webster, Part 4.....	Webster.....	2.37	Webster, v.....	0.51	2.88	....	.....
165	162.....	Ridge, Pt. 2 (W. Greece—Parma)..	Parma.....	2.06	.....	....	2.06	....	.....
166	35, 188.....	Penfield, Pt. 1 (Rochester—Penfield)	Brighton.....	1.17	.....	....	3.63	....	.....
			Penfield.....	2.46	.....	....			
167	35	Penfield, Pt. 2 (Penfield—County Line).....	Penfield.....	5.31	.....	....	5.31	....	.....
168	37.....	Dugway (Rochester—County Line, Pt. 1).....	.....	....	Rochester, c...	1.47	3.32	....	.....
			Brighton.....	0.62	.....	....			
			Penfield.....	1.23	.....	....			
169	37.....	Dugway (Rochester—County Line, Pt. 2).....	Penfield.....	4.02	.....	....	4.02	....	.....
170	37.....	Dugway (Rochester—County Line, Pt. 3).....	Penfield.....	2.88	.....	....	2.88	....	.....
171[3]	171.....	Lake, Pt. 1 (Brockport—Sweden)...	Sweden.....	2.00	.....	....	2.00	....	.....
172	153.....	Portland Avenue, Part 1.....	.....	....	Rochester, c...	0.04	0.71	....	.....
			Irondequoit.....	0.67	.....	....			

173	178.....	Hudson Avenue, Part 2.....	Irondequoit.....	1.00	.....	....	1.00	....	.....
252[4]	38.....	Clifton, Pt. 2 (Chili—Buckbee).....	Chili.....	2.92	.....	....	2.92	....	.....
253[2]	195.....	Lyell.....	Gates.....	2.12	.....	....	2.12	....	.....
254[5]	196.....	Rochester—Chili, Pt. 1.....	..... Gates.....	.... 2.26	Rochester, c...	0.85	3.11	....	.....
255[5]	211.....	Rochester—Chili, Pt. 2.....	Chili.....	2.56	.....	....	2.56	....	.....
256	215.....	Ridge, Pt. 3 (Parma—Garland)....	Parma.....	3.60	.....	....	3.60	....	.....
257	214.....	Ridge, Pt. 4 (Garland—Clarkson)..	Clarkson.....	3.36	.....	....	3.36	....	.....
269	162-A.....	Hilton.....	Parma.....	4.30	.....	....	4.30	....	.....
276	163, 412....	Barnard Crossing, Parts 1 and 2....	Greece.....	4.14	.....	....	4.14	....	.....
286	333.....	Left Fork—German Church—Redman.....	Hamlin.....	5.55	.....	....	5.55	....	.....
294	682.....	Clover Street.....	Brighton..... Pittsford.....	0.22 5.67	....	....	5.89	....	.....
398[6]	516.....	County Line.....	Hamlin.....	2.76	.....	....	2.76	....	.....
399[7]	324.....	Latta.....	..... Greece.....	.... 6.67	Rochester, c...	0.15	6.82	....	.....
400	177.....	Portland Avenue, Part 2.....	Irondequoit.....	0.93	.....	....	0.93	....	.....
401	689.....	Rapids.....	..... Gates.....	.... 1.61	Rochester, c...	0.29	1.90	....	.....
402	410.....	Buffalo, Pt. 3 (Moreton—No. Chili).	Ogden..... Chili.....	2.05 1.57	....	....	3.62	....	.....
403	515-A.....	Churchville—Riga.....	Riga.....	2.08	.....	....	2.08	....	.....

[1] Included in State Route No. 14. Original plans 4.23 miles, of which 0.02 mile over bridge was not constructed. 0.06 mile in Pittsford destroyed by barge canal and rebuilt as No. 5435.
[3] Included in State Route No. 30.
[3] 0.50 mile included in State Route No. 30.
[4] 0.46 mile included in State Route No. 16.
[5] Included in State Route No. 16.
[6] One-half in Orleans county. Actual length is 5.53 miles. Original contract 5.55 miles.
[7] Original contract 6.84 miles. 6.82 miles constructed.
* Exclusive of villages.

MONROE COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
408	216.....	Rich's Dugway—Penfield.....	Penfield.....	0.85	.....	....	2.43	....	.....
			Brighton.....	1.58	.....	....			
474	955.....	Clover Street, Part 2.....	Brighton.....	1.95	.....	....	1.95	....	.....
479[1]	43.....	Fairport, Part 2.....	Perinton.....	0.27	.....	....	0.27	....	.....
480	515.....	Buffalo, Pt. 4 (N. Chili—Churchville)	Riga.....	3.02	.....	....	3.02	....	.....
481	44.....	Despatch—Pittsford, Part 2.....	Pittsford.....	0.99	.....	....	0.99	....	.....
491	409.....	Hilton—Bartletts Corners.....	Parma.....	1.01	.....	....	1.01	....	.....
492	294, 435....	Lake, Part 2 and Fourth Section...	Sweden.....	5.75	.....	....	5.75	....	.....
493[2]	684, 968....	Mendon—Pittsford.....	Mendon.....	2.63	.....	....	5.71	....	.....
			Pittsford.....	3.08	.....	....			
493-A[3]	968.....	Mendon—Pittsford (Pugley's Hill)..	Pittsford.....	0.48	.....	....	0.48	....	.....
494	197.....	East Henrietta—Rochester	Brighton.....	1.89	.....	....	4.43	....	.....
			Henrietta.....	2.54	.....	....			
495[4]	408, 683, V-16	Parma Corners — Spencerport — North Chili.....	Parma.....	1.02	.....	....	6.15	....	.....
			Ogden.....	4.71	Spencerport, v..	0.42			
495-A[5]	3434, V-16..	Spencerport Village.....	Ogden.....	....	Spencerport, v..	0.24	0.24	....	.....
496	697.....	Brockport—Holley, Part 1	Sweden.....	2.15	.....	....	.....	....	2.26
			Clarkson.....	0.11	.....	....			
497	987.....	Pittsford—North Henrietta.....	Pittsford.....	2.67	.....	....	2.67	....	.....
502	916.....	Honeoye Falls—Pittsford Town Line	Mendon.....	5.19	.....	....	5.19	....	.....
538	176, 179....	Ridge—Rochester—Sea Breeze	.....	....	Rochester, c...	1.45	5.67	....	.....
			Irondequoit.....	4.22	.....	....			
573	980.....	Sea Breeze—Nine Mile Point.....	Webster.....	6.32	.....	....	6.32	....	.....
573-A	980.....	Sea Breeze—Nine Mile Point.....	Webster.....	0.11	.....	....	0.11	....	.....
574 / 574-A[6]	604, V-129..	Fairport—Nine Mile Point.....	Perinton.....	1.01	Fairport, v.....	0.39	11.40	....	.....
			Penfield.....	5.29	.....	....			
			Webster.....	3.63	Webster, v.....	1.08			

575	690, 692....	Honeoye Falls—Rush.....	Rush.....	2.41	.....	....	4.08	....	.....
			Mendon.....	1.67	.....	....			
588[7]	962.....	Monroe—Orleans County Line.....	Clarkson.....	1.04	.....	....	1.04	....	.....
633	419.....	Hamlin.....	Hamlin.....	3.73	.....	....	3.73	....	.....
634	2188, 2987..	Buffalo, Part 5.....	Riga.....	2.12	Churchville, v..	1.31	3.43	....	.....
648	742, 743....	West Henrietta—West Rush	Henrietta.....	1.63	.....	....	7.37	....	.....
			Rush.....	5.74	.....	....			
760	691.....	Little Ridge, Part 5.....	Clarkson.....	3.83	.....	....	3.83	....	.....
764[8]	411.....	Scottsville—Mumford.....	.....	....	.....	....	.....	....	.....
766	1289, 1197.	Pittsford—Palmyra, Parts 1 and 2..	Pittsford.....	1.09	.....	....	7.12	....	.....
767	1735, 1736..		Perinton.....	6.03	.....	....			
810	2571.....	Victor—Mendon, Part 2.....	Mendon.....	1.03	.....	....	1.03	....	.....
851[9]	2442, V-24..	Hilton Village.....	Parma.....	....	Hilton, v.....	1.09	1.09	....	.....
1009	1293.....	Spencerport—North Chili, Part 2..	Chili.....	0.52	.....	....	0.52	....	.....
1187	2686.....	Rush—Mendon, Part 2.....	Mendon.....	3.85	.....	....	3.85	....	.....
1236	1293.....	Buckbee Corners—North Chili.....	Chili.....	1.87	.....	....	1.87	....	.....
1237	3347, V-260.	Pittsford Village: North, N. Main and State Streets.....	Pittsford.....	....	Pittsford, v....	0.66	0.66	....	.....
1281	2181, 3563..	West Greece—Manitou Beach.....	Greece.....	5.12	.....	....	8.39	....	.....
			Parma.....	3.27	.....	....			
1282	2183.....	Morton—Redmond Road.....	Hamlin.....	1.51	.....	....	1.51	....	.....
1283.....	2184, 2189..	Rush—Henrietta.....	Rush.....	1.45	.....	....	4.54	....	.....
			Henrietta.....	3.09	.....	....			
1284.....	2666, 3524..	Riga—Mumford.....	Riga.....	2.50	.....	....	6.05	....	.....
			Wheatland.....	3.55	.....	....			

[1] Included in State Route No. 20.
[2] Included in State Route No. 14.
[3] Included in State Route No. 14. A portion omitted from original.
[4] 0.29 mile included in State Route No. 30.
[5] Accepted, but final payment refused.
[6] Original contract 11.41 miles; 6.69 miles cancelled and re-let as No. 574-A.
[7] One-half in Orleans county. Actual length is 2.08 miles.
[8] Built as State Highways No. 5097 and No. 5046 on Route No. 16.
[9] Original contract 1.11 miles. 1.09 miles constructed
* Exclusive of villages.

MONROE COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1290	1197.....	Hannan Corners—Fairport.....	Perinton.....	1.53	.....	....	1.53	....	.....
1319	.....	Honeoye Falls Village; Ontario, East and Main Sts.....	Mendon.....	....	Hon'ye Falls, v.	1.65	1.65	....	.....
1328	2692.....	Winton Road North.....	Irondequoit.....	0.73	.....	....	0.73	....	.....
1337	44-212, V-297 1348-4318	E. Rochester—Penfield.....	Pittsford.....	0.08	E. Rochester, v.	1.12	2.89	....	.....
			Perinton.....	0.39	E. Rochester, v.	0.46			
			Penfield.....	0.84	.....	....			
1367	1301.....	Ballantyne Br.—Genesee Valley Pk.	Brighton.....	1.71	.....	....	1.71	....	.....
1390	3613, 1344..	Chili—Coldwater.....	Chili.....	1.49	.....	....	.....	2.92	.....
			Gates.....	1.43	.....	....			
1391	2190, 2179..	Sweden—Walker.....	Sweden.....	3.30	.....	....	.....	7.93	.....
			Clarkson.....	4.63	.....	....			
1392	2709, 2686..	Rush—Mendon, Part 1.....	Rush.....	1.92	.....	....	.....	....	3.69
			Mendon.....	1.77	.....	....			
1393	2710.....	Scottsville—Rush.....	Wheatland.....	0.74	.....	....	.....	5.27	.....
			Rush.....	4.53	.....	....			
1466	2672, 2688..	Churchville—Adams Basin.....	Riga.....	1.50	.....	....	.....	6.33	.....
			Ogden.....	4.83	.....	....			
1481	603.....	Elmgrove—Ridge.....	Gates.....	0.31	.....	....	.....	....	2.73
			Greece.....	2.42	.....	....			
1499	3763, 2684..	Scottsville—West Henrietta.....	Wheatland.....	0.73	Scottsville, v...	0.29	.....	4.56	.....
			Henrietta.....	3.54	.....	....			
			Towns....	296.33	.....	....	260.93	26.72	8.68
			Villages...	....	.....	10.29	10.00	0.29	.....
			Cities.....	....	.....	4.93	4.93	....	.....
			Totals....	296.33	.....	15.22	275.86	27.01	8.68

STATE HIGHWAYS.

	Route No.	Section								
5046	15	3	Scottsville—Mumford	Wheatland	4.93	Scottsville, v...	0.81	5.74	....	.....
	16	1, 3								
5093	20	6	Fairport Extension	Pittsford	0.18	.....	....	.....	....	0.18
5097	16	2	Garbutts Crossing	Wheatland	0.94	Scottsville, v...	0.12	1.06	....	.....
5279	16	4, 5	Scottsville—Chili	Wheatland	0.84	Scottsville, v...	0.60	6.63	....	.....
				Chili	5.19	.....	....			
5425	30	11	Holley—Brockport, Part 2	Clarkson	1.82	.....	....	3.25	....	.....
				Sweden	0.93	Brockport, v...	0.50			
5435	14	4	Pittsford Village: Monroe and South Main Streets	Pittsford	0.06	Pittsford, v....	0.86	0.92	....	.....
	Pet.	V-1165								
5507	15	1	Scottsville—Conawangus, Part 1	Wheatland	2.10	Scottsville, v...	0.04	2.14	....	.....
5522	14	1	Ionia—Mendon	Mendon	3.97	.....	....	3.97	....	.....
5529	30	8, 9	Lyell Avenue—Spencerport	Gates	3.35	.....	....	6.06	....	.....
	Pet.	V-1093		Ogden	2.31	Spencerport, v..	0.40			
	Pet.	V-1157								
5539	30	10	Brockport—Spencerport	Sweden	3.48	.....	....	.....	7.31	.....
				Ogden	3.69	Spencerport, v..	0.14			
5581	30	10	Brockport Village: Main St	Sweden	....	Brockport, v...	0.14	0.14	....	.....
	Pet.	V-1118								
				Towns	33.79	.....	....	26.44	7.17	0.18
				Villages	....	.....	3.61	3.47	0.14	.....
				Cities	....	.....	....	.....	....	.....
				Totals	33.79	.....	3.61	29.91	7.31	0.18

* Exclusive of villages.

MONTGOMERY COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
32	88-A.....	Amsterdam—Minaville, Part 1.....	Florida.....	2.65	.....	....	2.65	....	.....
96	88.....	Amsterdam—Minaville, Part 2.....	Florida.....	0.63	.....	....	0.63	....	.....
107	139.....	Fultonville—Glen.....	Glen.....	3.64	.....	....	3.64	....	.....
108	183.....	Mohawk River Turnpike, Amsterdam—Tribes Hill.....	Amsterdam.....	1.82	Ft. Johnson, v.	1.43	3.25	....	.....
120	180.....	Canajoharie—Sharon Springs, Part 1	Canajoharie.....	4.14	.....	....	4.14	....	.....
152	181.....	Fonda, East.....	Mohawk.....	2.50	.....	....	2.50	....	.....
155[1]	182.....	Fonda, West.....	Mohawk.....	2.49	.....	....	2.49	....	.....
158	51.....	Northampton.....	Amsterdam.....	0.70	.....	....	0.70	....	.....
180[1]	209.....	Mohawk River Turnpike, Amsterdam—Cranesville.....	Amsterdam.....	2.82	.....	....	2.82	....	.....
298	460.....	Amsterdam—Hagaman.....	Amsterdam.....	2.20	.....	....	2.20	....	.....
299	550.....	Saulwaters Corners—Youngs Cor's.	Florida.....	2.74	.....	....	2.74	....	.....
300	383.....	DeGraaf Corners—Sherburn Corners	Florida.....	1.13	.....	....	1.13	....	.....
301	274.....	Minaville—Scotch Bush.....	Florida.....	2.33	.....	....	2.33	....	.....
302	208.....	Fonda—Berryville.....	Mohawk.....	2.00	.....	....	2.00	....	.....
303	380.....	Fonda—Tribes Hill.....	Mohawk.....	2.21	.....	....	2.21	....	.....
304	273.....	Sprakers—Rural Grove, Part 1.....	Root.....	5.64	.....	....	5.64	....	.....
345	379.....	Canajoharie—Sprout Brook.....	Canajoharie.....	4.66	.....	....	4.66	....	.....
346	381.....	Sprakers—Rural Grove, Part 2.....	Root.....	2.52	.....	....	2.52	....	.....
347	461.....	Canajoharie—Sharon Springs, Part 2	Canajoharie.....	2.94	.....	....	2.94	....	.....
397	378.....	Canajoharie—Flat Creek—Blaine...	Canajoharie.....	6.52	.....	....	6.52	....	.....
409	255.....	Fort Plain—Starkville.....	Minden.....	6.22	.....	....	6.22	....	.....

410[2]	548, 3074 3285	Fort Plain — Hessville — Sprout Brook	Canajoharie	0.91				7.10	
			Minden	5.51	Fort Plain, v.	0.68			
511	400, 748	Glen—Charleston	Glen	2.30			3.81		
			Charleston	1.51					
512	918, 2964	Akin—Johnstown, Part 1	Amsterdam	2.75	Ft. Johnson, v.	0.81		4.59	
			Mohawk	1.03					
513	549	Amsterdam—Morris Corners	Florida	2.49				2.49	
514[3]	676	Snooks Corner—Amsterdam	Florida	2.70					2.70
515[4]	794	Berryville—Sammonsville	Mohawk	1.61				1.61	
516	985	Johnstown—Tribes Hill, Part 2	Mohawk	2.75					2.75
517[5]	749, 750	Palatine Bridge—Stone Arabia	Palatine	3.38	Palatine Br., v.	0.32			3.70
518[6]	693, 694	East Creek—Palatine Church							
632[7]	1361	Hoffman—Cranesville	Amsterdam						
864[8]	V-1, V-26	Fultonville Village—Fonda Village	Glen		Fultonville, v.	0.60	0.86		
			Mohawk		Fonda, v.	0.26			
889	V-109	Fort Plain Village	Minden		Fort Plain, v.	0.64	0.64		
943	1130	Schenectady County Line—Scotch Bush	Florida	1.38			1.38		
1140	V-222, 3415	Amsterdam City: West Main Street			Amsterdam, c.	1.87	1.87		
1498	695	Manny Corners—Blue Corners	Amsterdam	3.63					3.63
1504	2456	Stone Arabia—Ephratah, Part 1	Palatine	2.74					2.74
			Towns	97.19			67.69	14.30	15.20
			Villages			4.74	2.93	1.49	0.32
			Cities			1.87	1.87		
			Totals	97.19		6.61	72.49	15.79	15.52

[1] Included in State Route No. 6.
[2] Original contract forfeited September 30, 1916.
[3] Fort Hunter–Amsterdam (3.76 miles) included in State Route No. 6. Original plans 6.46 miles.
[4] Original plans 4.11 miles; 2.50 miles built as State Highway No. 5125 on Route No. 6.
[5] Original plans 3.93 miles. Portion from Nelliston to Palatine Bridge (0.52 mile) built as State Highway No. 5123 on State Route No. 6.
[6] Built as State Highways No. 5028 and No. 5109 on Route No. 6.
[7] Built as State Highway No. 5126 on Route No. 6.
[8] 0.63 mile included in State Route No. 6. Original contract forfeited.
*Exclusive of villages.

MONTGOMERY COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5028	6	16, 17	East Creek—St. Johnsville	St. Johnsville	2.82	St. Johnsville, v	0.90	3.72	....	.....
5096[1]	24	1	Fonda—Johnstown	Mohawk	1.98	Fonda, v	0.45	2.43	....	.....
5109	6	15	St. Johnsville—Nelliston	St. Johnsville	2.81	.....	....	4.79	....	.....
				Palatine	1.98	.....	....			
5123	6	12–14	Nelliston—Palatine Bridge	Palatine	....	Nelliston, v	2.08	4.06	....	.....
				Palatine	0.52	Palatine Br., v	1.46			
5124[2]	6	11	Palatine Bridge—Fonda, Part 1	Palatine	4.25	.....	....	4.25	....	.....
5125[2]	6	10	Palatine Bridge—Fonda, Part 2	Palatine	0.45	.....	....	4.00	....	.....
				Mohawk	3.55	.....	....			
5126	6	1	Hoffman—Cranesville	Amsterdam	2.24	.....	....	2.24	....	.....
				Towns	20.60	.....	....	20.60	....	.....
				Villages	....	.....	4.89	4.89	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	20.60	.....	4.89	25.49	....	.....

NASSAU COUNTY

COUNTY HIGHWAYS.

	Petition No.									
270	270	Birch Hill	Oyster Bay	1.16	.....	....	1.16	....	.....
434	620	Arrandale—Bay View	North Hempstead	1.69	.....	....	1.69	....	.....
435	621	South Glenwood—Meeting House	Oyster Bay	1.84	.....	....	1.94	....	.....
			North Hempstead	0.10	.....	....			

436[4]	622, 623....	Jericho Turnpike—Plainview.....	Oyster Bay.....	6.98	.....	....	6.98	....	.....
437	612, 613....	Jerusalem Avenue—Front Street...	Hempstead.....	7.09	.....	....	7.09	....	.....
545	637.....	Syosset—Cold Spring Harbor.....	Oyster Bay.....	3.22	.....	....	3.22	....	.....
546	627.....	New Bridge.....	Oyster Bay.....	1.72	.....	....	6.02	....	.....
			Hempstead.....	4.30	.....	....			
547[5]	615, 619, 646	Willet—East Williston—Westbury Pond.....	Oyster Bay.....	0.15	.....	....	6.43	....	.....
			North Hempstead..	6.28	.....	....			
548[6]	626.....	Berry Hill, Part 1.....	Oyster Bay.....	4.74	.....	....	4.74	....	.....
898[7]	2173.....	East Norwich—Memorial Cemetery.	Oyster Bay.....	2.87	.....	....	2.87	....	.....
953	969.....	Glen Cove.....	Oyster Bay.....	0.96	.....	....	0.96	....	.....
988	642, 717....	New Hyde Park—Great Neck.....	North Hempstead..	0.22	.....	....	0.35	....	.....
			Hempstead.....	0.13	.....	....			
1201	3471.....	Huntington Town Line—Farmingdale, Part 2.....	Oyster Bay.....	0.26	Farmingdale, v.	0.35	0.61	....	.....
1202	641, 3469...	Plainview—Massapequa Turnpike..	Oyster Bay.....	4.39	.....	....	4.39	....	.....
1203	611, 3470...	Baldwin—Oceanside.....	Hempstead.....	1.56	.....	....	1.56	....	.....
1342	618.....	Roslyn—Port Washington.....	No. Hempstead....	5.24	.....	....	.....	5.24	.....
1343	688, 639, 3639	Westbury—Hicksville.....	No. Hempstead....	1.77	.....	....	.....	3.09	.....
			Oyster Bay.....	1.32	.....	....			
1344	638.....	Green Corner—Francis Pond.....	Oyster Bay.....	3.38	.....	....	.....	3.38	.....
1396	3572, 3573, V-370	Sheridan Boulevard—Burnside Ave. and Rockaway Turnpike.....	Hempstead.....	2.03	Lawrence, v...	0.19	.....	2.99	.....
			Hempstead.....	....	Cedarhurst, v..	0.77			
			Towns.....	63.40	.....	....	49.66	13.74	.....
			Villages....	....	.....	1.31	0.35	0.96	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	63.40	.....	1.31	50.01	14.70	.....

[1] Part in Fulton county. Total length 3.07 miles.
[2] Items combined and let as one contract.
[4] 1.40 miles included in State Route No. 35.
[5] 1.75 miles included in State Route No. 35.
[6] 1.84 miles included in State Route No. 35.
[7] 1.17 miles included in State Route No. 35.
* Exclusive of villages.

NASSAU COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5051	35	3	Little Neck—Old Westbury, Part 3.	North Hempstead..	1.96	.....	....	1.96	....	.....
5106	35	1, 4	Little Neck—Old Westbury, Parts 1 and 4.....	North Hempstead..	2.46	.....	....	2.46	....	.....
5280	35	2	Little Neck—Old Westbury, Part 2.	North Hempstead..	1.57	.....	....	.....	1.57	.....
5505	35	5, 7	Wheatley—East Norwich, Part 1...	North Hempstead..	0.51	.....	....	2.91	....	.....
				Oyster Bay.....	2.40	.....	....			
				Towns.....	8.90	.....	....	7.33	1.57	.....
				Villages....	....	.....	....	.....	....	.....
				Cities.....	....	.....	....	.....	....	.....
				Totals.....	8.90	.....	....	7.33	1.57	.....

NIAGARA COUNTY

COUNTY HIGHWAYS.

	Petition No.									
251	306, 2282...	Griswold Street.....	Royalton.....	3.15	.....	....	3.15	....	.....
475[1]	732.....	Suspension Bridge—Lewiston.....	Lewiston.....	2.22	.....	....	2.22	....	.....
507	1031.....	Transit, Part 3.....	.....	....	Lockport, c....	0.22	4.67	....	.....
			Lockport.....	2.87	.....	....			
			Pendleton.....	1.58	.....	....			
617	1178.....	Lewiston—Dickersonville.....	Lewiston.....	4.80	.....	....	4.80	....	.....
643	1179, 1179-A	North Tonawanda—Sanborn, Parts 1 and 2.....	Wheatfield.....	4.44	.....	....	4.44	....	.....

660	2241.....	Griswold Street—Bratts Bridge....	Royalton.....	5.97	.....	....	5.97	....	.....
713	1179-B 2240	North Tonawanda—Shawnee.....	Wheatfield.....	5.13	.....	....	5.13	....	.....
729	2240.....	Shawnee—Cambria.....	Cambria.....	3.19	.....	....	3.19	....	.....
740[2]	1693.....	Sanborn—Pekin.....	Lewiston.....	1.88	.....	....	2.75	....	.....
			Cambria.....	0.87	.....	....			
749[3]	2245.....	Lockport—Tonawanda Creek.....	.....	....	Lockport, c....	0.35	.....	10.30	.....
			Lockport.....	2.72	.....	....			
			Royalton.....	7.23	.....	....			
757	2239.....	Gasport—Hartland, Part 1.....	Royalton.....	1.21	.....	....	2.78	....	.....
			Hartland.....	1.57	.....	....			
758	2365.....	Olcott—Lockport, Part 1.....	Newfane.....	8.33	.....	....	8.33	....	.....
758-A[4]									
759	2285.....	Olcott—Lockport, Part 2.....	Lockport.....	2.15	.....	....	2.15	....	.....
771[5]	2288.....	McNalls Corners—Gasport.....	Royalton.....	....	.....	....	.....	....	.....
773	2244.....	Wendelville—Lockport, Part 2.....	Cambria.....	0.50	.....	....	.....	2.38	.....
			Lockport.....	1.88	.....	....			
774	2243.....	Wendelville—Lockport, Part 1.....	Pendleton.....	4.62	.....	....	.....	....	4.62
799	2416, 2664..	Youngstown—Lockport, Part 2.....	Cambria.....	1.59	.....	....	4.21	....	.....
			Wilson.....	2.62	.....	....			
800	2242, 2504, 3620.....	Youngstown—Lockport, Part 1.....	Porter.....	6.81	Youngstown, v.	0.98	.....	7.79	.....
832	2284.....	Mountain Ridge Road.....	Lockport.....	2.51	.....	....	2.51	....	.....
1045[6]	2646, 2623..	Cambria—Lockport.....	Cambria.....	5.13	.....	....	5.13	....	.....
1084	3066, V-213.	North Tonawanda City.....	.....	....	N. Tonawanda.	2.33	.....	....	2.33

[1] Included in State Route No. 18. Original construction, 2.42 miles. 0.20 mile rebuilt at railroad crossing as No. 5590.
[2] 1.98 miles included in State Route No. 30.
[3] Original contract forfeited. Work being completed by Division Engineer.
[4] Original contract cancelled. Re-let as No. 758-A.
[5] Included in State Route No. 30. Built as No. 5562.
[6] Original contract forfeited August 23, 1915.
* Exclusive of villages.

NIAGARA COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1085	V-163, 3096.	Lockport City: South Transit Street	.....	....	Lockport, c....	0.97	0.97	....	.....
1086	V-212.....	Lockport City: West Avenue.....	.....	....	Lockport, c....	0.60	0.60	....	.....
1087	3029, V-213.	North Tonawanda City: Erie Ave...	.....	....	N. Tonawanda.	2.77	2.77	....	.....
1135[1]	2286, 3408..	Griswold Street—County Line.....	Royalton.....	1.08	Middleport, v..	0.41	1.49	....	.....
1153	V-182, V-183, V-230....	Lockport City: Market Street and Lake Avenue.....	.....	....	Lockport, c....	1.27	1.27	....	.....
1315	2545, 2646, 2366, 2664, 3619..	Cambria—Wilson.....	Cambria.....	1.30	.....	....	.....	8.00	.....
			Wilson.....	5.78	Wilson, v.....	0.92			
1316	3407.....	Dickersonville—Cambria.....	Lewiston.....	2.44	.....	....	.....	....	2.49
			Cambria.....	0.05	.....	....			
			Towns.....	95.62	.....	....	62.29	26.22	7.11
			Villages....	....	.....	2.31	0.41	1.90	.....
			Cities.....	....	.....	8.51	5.83	0.35	2.33
			Totals.....	95.62	.....	10.82	68.53	28.47	9.44

STATE HIGHWAYS.

	Route No.	Section							
5063[2]	18	4	Niagara Falls—Buffalo, Part 1.....	Niagara.....	0.94	LaSalle, v.....	1.52	2.46	....	.....
5164	18	3	Niagara Falls—Buffalo, Part 2.....	Niagara.....	0.28	LaSalle, v.....	0.30	3.45	....	.....
				Wheatfield.....	2.87	.....	....			
5220	18 Pet. V-1087	1	Niagara Falls—Buffalo, Part 3.....	Wheatfield.....	2.52	.....	....	4.87	....	.....
				.....	....	N. Tonawanda.	2.35			
5305	30	10	Niagara Falls—Sanborn.....	Niagara.....	1.91	.....	....	7.95	....	.....
				Lewiston.....	6.04	.....	....			
5306	18 Pet. V-1102	9–11	Lewiston—Youngstown.....	Lewiston.....	2.90	Lewiston, v....	1.36	6.82	....	.....
				Porter.....	1.35	Youngstown, v.	1.21			

5319	30	3, 4	Wrights Corners—Hartland	Newfane	3.49		....	6.64	....	.....
				Hartland	3.15		....			
5381	18	4	LaSalle Bridge	Niagara	....	LaSalle, v	0.09	0.09	....	.....
5416	30	6, 7	Cambria—Wrights Corners	Cambria	3.83		....	7.80	....	.....
				Lockport	2.20		....			
				Newfane	1.77		....			
5417	30	8	Pekin—Cambria	Cambria	4.23		....	5.40	....	.....
				Lewiston	1.17		....			
5431	30	1, 2	Hartland—Medina, Part 1	Hartland	5.92		....	5.92	....	.....
5560	30 Pet.	1-01 V-1216	Middleport—Medina, Part 1	Royalton	0.29	Middleport, v	1.03	1.32	....	.....
5561	30	1-03	Gasport—Middleport	Royalton	4.42		....	4.42	....	.....
5562	30	1-04	Gasport—McNalls	Royalton	2.33		....	2.33	....	.....
5563[3]	30	1-05	Lockport—McNalls	....	....	Lockport, c	0.34	.....	5.07	.....
				Lockport	2.31		....			
				Royalton	2.42		....			
				Towns	50.90		....	46.17	4.73	.....
				Villages	....		5.51	5.51	....	.....
				Cities	....		2.69	2.35	0.34	.....
				Totals	50.90		8.20	54.03	5.07	.....

SPECIAL HIGHWAYS.

9001	.....		Middleport—Ridge	Royalton	0.29		....	2.69	....	.....
				Hartland	2.40		....			
9002	.....		Barker—Johnson Creek, Part 1	Somerset	2.75		....	2.75	....	.....
				Towns	5.44		....	5.44	....	.....
				Totals	5.44		....	5.44	....	.....

[1] 0.70 mile included in State Route No. 30.
[2] Original contract 2.50 miles, 0.09 mile cancelled and re-let as No. 5381.
[3] Original contract forfeited May 31, 1916.
* Exclusive of villages.

ONEIDA COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
3	9.....	River Road.....	.....	....	Utica, c.....	2.25	2.25	....	.....
21[1]	V-51, 91...	Sauquoit Creek.....	Whitestown.....	....	Yorkville, v....	....	....	....	.....
71[2]	67.....	Utica—Paris.....	.....	....	Utica, c.....	0.57	5.19	....	.....
			New Hartford.....	4.62	.....	....			
139[3]	173.....	Hamilton Bridge.....	Vernon.....	1.06	.....	....	1.29	....	.....
			.....	....	Sherrill, c.....	0.23			
140[4]	174.....	Seneca Turnpike.....	Vernon.....	2.28	.....	....	2.28	....	.....
			New Hartford.....	3.64	.....	....			
250[5]	319-A, 2712.	Utica—Oneida Castle, Part 1.....	Kirkland.....	2.41	.....	....	8.47	....	.....
			West Moreland....	2.42	.....	....			
			West Moreland....	1.71	.....	....			
271[6]	319-A.....	Utica—Oneida Castle, Part 2.....	Vernon.....	6.01	.....	....	8.50	....	.....
			.....	....	Sherrill, c.....	0.78			
295[7]	319-B.....	Mohawk River Road—Floyd	Floyd.....	2.80	.....	....	2.80	....	.....
296[8]	319-B.....	Mohawk River Road—Marcy.....	Marcy.....	4.54	.....	....	4.54	....	.....
297	319-B.....	Mohawk River Road—Deerfield....	Marcy.....	2.48	.....	....	3.74	....	.....
			.....	....	Utica, c.....	1.26			
368	319-C.....	Augusta Road, Augusta Section.....	Augusta.....	3.38	.....	....	3.38	....	.....
369	319-C.....	Augusta Road, Oriskany Falls Section	Augusta.....	2.98	.....	....	2.98	....	.....
406	319-C	Augusta Road, Vernon Center Section.....	Vernon.....	3.88	.....	....	3.88	....	.....
438	319-C.....	Augusta Road, Lowell and Spencer Sections.....	Vernon.....	2.88	.....	....	7.10	....	.....
			West Moreland....	4.22	.....	....			
559[9]	319-D.....	Utica—Bridgewater.....	Paris.....	5.04	.....	....	9.09	....	.....
			Bridgewater.....	4.05	.....	....			

560 [10]	1271.....	Mohawk River—Rome.....	Rome (Low tax)....	2.42	.....	....	2.42	....	.....
561 [11]	319-C.....	Rome—Northwestern, Part 1.....	Western.....	4.48	.....	....	4.48	....	.....
562 [11]	1272.....	Rome—Northwestern, Part 2.....	Rome (Low tax)....	3.87	.....	....	3.87	....	.....
563 [10]	1270....e..	Rome—Taberg.....	Rome (Low tax)....	5.11	.....	....	5.11	....	.....
564 [12]	1269, 1274..	Rome Roads, Augusta and West Moreland Sections.....	Rome (Low tax)....	4.99	.....	....	4.99	....	.....
761 [13]	319.....	Deansboro—New Hartford.....	Marshall.....	0.25	.....	....	6.29	....	.....
			Kirkland.....	6.04	.....	....			
837	319-F.....	Waterville—Deansboro.....	Marshall.....	4.77	.....	....	4.77	....	.....
838	2548.....	Sauquoit.....	Paris.....	0.56	.....	....	0.56	....	.....
839	2538.....	Augusta—Knoxboro.....	Augusta.....	1.21	.....	....	1.21	....	.....
840	319-F.....	North Brookfield—Waterville.....	Sangerfield.....	4.37	.....	....	4.37	....	.....
877	V-17.....	Clinton Village.....	Kirkland.....	....	Clinton, v.....	0.98	0.98	....	.....
931 [14]	2676, 2887..	Marcy Hill—Trenton.....	Deerfield.....	1.74	.....	....	7.05	....	.....
			Trenton.....	4.89	Trenton, v.....	0.42			
932	V-100.....	Waterville Village.....	Sangerfield.....	....	Waterville, v...	0.94	1.20	....	.....
			Marshall.....	....	Waterville, v...	0.26			
933 [14]	2886, 2887..	Deerfield Corners—Marcy Hill.....	Marcy.....	1.93	.....	....	5.02	....	.....
			Deerfield.....	2.42	.....	....			
			.....	....	Utica, c.....	0.67			

[1] Original plans 1.33 miles. Included in State Route No. 28 and 1.08 miles reconstructed as No. 5091. Balance rebuilt by city.
[2] Included in State Route No. 23.
[3] 0.10 mile included in State Route No. 6.
[4] 0.72 mile included in State Route No. 6.
[5] Included in State Route No. 6. Original contract 8.53 miles.
[6] Included in State Route No. 6.
[7] Included in State Route No. 28.
[8] 3.32 miles included in State Route No. 28.
[9] Included in State Route No. 23.
[10] Included in State Route No. 28.
[11] Portion of original plans omitted through the Delta Reservoir.
[12] 1.70 miles included in State Route No. 29.
[13] 3.00 miles constructed as County Highway on State Route No. 8.
[14] Items combined and let as one contract.
* Exclusive of villages.

ONEIDA COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1107	V-202, 3190.	Oriskany Falls Village	Augusta	....	Oriskany F'ls, v	0.22	0.22	....	.....
1111 [1]	V-220, A-B-C	Rome City	.....	....	Rome(High tax)	0.84	0.84	....	.....
1141	3189.....	Delta—Westernville	Rome (Low tax)....	0.86	.....	....	3.38	....	.....
			Western.....	2.52	.....	....			
1144	3412.....	Trenton—Remsen	Trenton.....	3.29	Trenton, v.....	0.21	3.60	....	.....
			Trenton.....	....	Remsen, v.....	0.10			
1157 [2]	2678.....	Durhamville—Rome	Verona.....	10.99	New London, v.	....	13.71	....	.....
			Rome (Low tax)....	2.72	.....	....			
1158	2866.....	Thomson Corners—Taberg	Florence.....	1.79	.....	....	6.68	....	.....
			Camden.....	0.72	.....	....			
			Annsville.....	4.17	.....	....			
1159	3098, 3122, 3123, 2678	Vienna—New London	Rome (Low tax)....	2.55	.....	....	7.76	....	.....
			Vienna.....	4.05	.....	....			
			Verona.....	1.16	.....	....			
1355	319.....	North Western—Boonville, Part 1	Western.....	3.96	.....	....	.....	....	6.15
			Ava.....	0.85	.....	....			
			Boonville.....	1.34	.....	....			
1356	319, 3666...	North Western—Boonville, Part 2	Boonville.....	5.29	Boonville, v....	0.45	.....	....	5.74
1357	1273, 2928..	Rome—Ava, Part 2	Rome (Low tax)....	2.92	.....	....	.....	4.87	.....
			Lee.....	1.95	.....	....			
1358	2928, 2929..	Rome—Ava, Part 3	Lee.....	5.94	.....	....	.....	8.26	.....
			Ava.....	2.32	.....	....			
1382	V-356, 3683.	Rome—Ava, Part 1	.....	....	Rome(High tax)	1.05	.....	....	1.05

1462	V-360, 3732.	North Western—Boonville, Part 3..	Boonville.....	....	Boonville, v....	0.45	.....	....	0.45
			Towns.....	168.84	.....	....	144.27	13.13	11.44
			Villages....	....	.....	4.03	3.13	....	0.90
			Cities.....	....	.....	7.65	6.60	....	1.05
			Totals.....	168.84	.....	11.68	154.00	13.13	13.39

STATE HIGHWAYS.

	Route No.	Section								
5034	6	6, 8	Vernon Village.....	Vernon.....	....	Vernon, v.....	0.60	1.41	....	.....
			Oneida Castle Village	Vernon.....	....	Oneida Castle, v	0.81			
5052	6	2	New Hartford Village.....	New Hartford.....	....	New Hartf'd, v.	0.65	0.65	....	.....
5059	28	2	Whitesboro Village.....	Whitestown.....	....	Whitesboro, v..	1.60	1.60	....	.....
5079	23	5	Clayville Village.....	Paris.....	....	Clayville, v....	1.44	1.44	....	.....
5091 [4]	28	1	Yorkville Village.....	Whitestown.....	....	Yorkville, v....	1.08	1.08	.. .	.....
5131	28	5, 7	Rome City.....	.....	....	Rome(High tax)	1.20	1.20	....	.....
5139	28	9, 10	Camden—Taberg, Part 2.....	Annsville.....	6.61	.....	....	7.94	....	.....
				Lee.....	1.33	.....	....			
5248 [3]	25	6, 7	Boonville Town Line—McKeever...	Boonville.....	1.85	.....	....	16.77	....	.....
				Forestport.....	13.33	Forestport, v...	1.59			
5303	27	2	Boonville Village.....	Boonville.....	....	Boonville, v....	0.83	0.83	....	.....
	Pet.	V-1090								
5307	27	1, 3	Alder Creek—Lewis County Line...	Boonville.....	7.31	Boonville, v....	0.47	7.78	....	.....
5325	25	2, 3	Whitesboro—Trenton.....	Marcy.....	6.76	.....	....	12.37	....	.....
				Trenton.....	4.66	Holland Pat., v.	0.88			
				Trenton.....	....	Trenton, v.....	0.07			

[1] 0.21 mile included in State Route No. 29. Original plans 1.02 miles, of which 0.18 mile was built by Rome city.
[2] Corporation limits of New London not defined.
[3] Part in Herkimer county. Total length 18.00 miles.
[4] Original mileage 1.06 changed by supplemental agreement.
* Exclusive of villages.

ONEIDA COUNTY — Concluded

STATE HIGHWAYS.										
Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5345	25	4	Trenton—Prospect—Remsen	Trenton	3.74	Trenton, v.	0.29	5.86	....	.....
				Trenton	....	Prospect, v.	0.42			
				Remsen	1.21	Remsen, v.	0.20			
5346	25 Pet. V-1138	5	Remsen—Boonville Town Line	Remsen	5.32	Remsen, v.	0.80	6.12	....	.....
5385	8 Pet. V-1136	1	Oriskany Falls Village	Augusta	0.11	Oriskany Falls	0.95	1.06	....	.....
5395	6 Pet. V-1135	1	Utica City: Turner Street	.....	....	Utica, c.	0.38	0.38	....	.....
5406	8	2	Oriskany Falls—Deansboro	Marshall	3.95	.....	....	3.95	....	.....
5442	8	4	Franklin Springs—Kirkland	Kirkland	3.47	.....	....	3.47	....	.....
5461	28	11	Camden—Taberg, Part 1	Camden	2.69	Camden, v.	0.48	3.43	....	.....
				Annsville	0.26	.....	....			
5465[1]	23	1, 2	West Winfield—Bridgewater	Bridgewater	0.62	Bridgewater, v.	0.65	1.27	....	.....
5521	29	3, 4	Verona—Rome	Verona	2.69	.....	....	5.70	....	.....
				West Moreland	0.79	.....	....			
				Rome (Low tax)	2.22	.....	....			
5547	25	1	Whitesboro—Carey Corners	Whitesboro	0.19	.....	....	.....	0.70	.....
				Marcy	0.51	.....	....			
5553	28	13, 14	Camden—Oswego County Line	Camden	5.73	.....	....	5.73	....	.....
5558	29	5, 6	Oneida—Verona	Verona	4.69	.....	....	4.69	....	.....
5559[2]	26	1, 2	Poland—Trenton	Deerfield	0.75	.....	....	.....	4.59	.....
				Trenton	3.64	Trenton, v.	0.20			
5597	23	12, 13	Utica—Poland, Part 3	Deerfield	5.34	.....	....	.....	5.34	.....
5604	23	10	Utica—Poland, Part 1	Deerfield	0.17	Utica, c.	0.88	.....	1.05	.....

5605	23 V-1224	8	Utica City: Oneida Street	.....	....	Utica, c	0.52	0.52	....	.....
5640	28	12	Camden Village: Church, Main and Mexico Streets	Camden	....	Camden, v	1.27	.....	1.27	.....
				Towns	89.94	.....	....	79.34	10.60	.....
				Villages	....	.....	15.28	13.81	1.47	.....
				Cities	....	.....	2.98	2.10	0.88	.....
				Totals	89.94	.....	18.26	95.25	12.95	.....

ONONDAGA COUNTY

County Highways.	Petition No.								
8	11.....	Cortland Street.....	Onondaga.....	1.20	.....	....	1.20	....	.....
9	12.....	James Street.....	De Witt.....	0.58	.....	....	0.58	....	.....
48	81.....	West Lake.....	Skaneateles.....	1.00	.....	....	1.00	....	.....
49	94, 798.....	Fabius—Apulia, Part 1.....	Fabius.....	2.00	.....	....	2.00	....	.....
74	60.....	Marcellus—Marietta.....	Marcellus.....	1.00	.....	....	1.00	....	.....
75	184.....	Fabius—Apulia, Part 2.....	Fabius.....	0.78	.....	....	0.78	....	.....
76[3]	61.....	La Fayette.....	La Fayette.....	1.00	.....	....	1.00	....	.....
121	233.....	Fabius—Apulia, Part 3.....	Fabius.....	1.16	.....	....	1.16	....	.....
122	80.....	East Lake.....	Skaneateles.....	1.00	.....	....	1.00	....	.....
132[4]	247.....	Genesee Turnpike.....	Geddes.....	1.13	.....	....	1.13	....	.....
245	10.....	Coleman Hill, Part 1.....	Pompey.....	1.21	.....	....	1.21	....	.....
290[3]	437.....	South Salina Street.....	Onondaga.....	1.06	.....	....	1.06	....	.....

[1] 1.53 miles in Otsego county and 1.17 miles in Herkimer county. Total length 3.97 miles.
[2] Total length 8.89 miles. 4.30 miles in Herkimer county.
[3] Included in State Route No. 10.
[4] Included in State Route No. 6.
* Exclusive of villages.

ONONDAGA COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
291	456	Cemetery	Onondaga	0.89			0.89		
292	581, 710, 802	West Lake, Part 2	Skaneateles	1.00			1.00		
293	583	East Lake, Part 2	Skaneateles	1.00			1.00		
328	520	Valley Road—Marcellus	Marcellus	1.28			1.28		
329	521	Valley Road—Camillus	Camillus	2.31			2.31		
330	448	Skaneateles—Hamilton, Part 1	Tully	2.44			2.44		
348	701	Collamer	De Witt	1.96			1.96		
429	79, 762	Thompson	De Witt	2.79			2.79		
430	582, 707	Jordan Valley, Part 1	Elbridge	1.72			1.72		
431 [6]	703, 711	Skaneateles—Spafford	Skaneateles	1.32			2.47		
			Spafford	1.15					
452	705	Cicero—South Bay	Cicero	3.53			3.53		
486	802, 1147	Skaneateles—West Lake, Pts. 3, 4, 5.	Skaneateles	3.37			3.37		
487 [1]	708, 1145	Elbridge	Elbridge	3.66			3.66		
488	709	Belle Isle	Camillus	2.02			2.02		
489	799, 800, 801	Tully—Apulia	Tully	3.65			4.44		
		Tully—Onondaga Castle, Pt. 2	Fabius	0.79					
553	784	Fly	De Witt	2.33			2.33		
554	797, 798, 1123, 1126	Fabius	Fabius	4.91			4.91		
555 [2]	1254, 1259, 1371	East Syracuse—Chittenango	De Witt	0.64			7.70		
			Manlius	7.06					
556	785	Manlius—Chittenango	Manlius	3.22			3.22		
557	702, 760, 1124, 1262-A	Vesper—South Onondaga, Part 1	Otisco	6.19			6.19		

558 [3]	1251-C, 1139.....	Genesee Turnpike—Camillus.....	Camillus.....	....	.....	....	....	....	....	.....
655	2429.....	Jordan—Cross Lake.....	Elbridge.....	1.78	.....	....	1.78	....	....	.....
669	1254-D, 1263-A, 2235.....	Pompey—Jamesville.....	Pompey.....	3.99	.....	....	5.97	....	....	.....
			La Fayette.....	1.33	.....	....				
			De Witt.....	0.65	.....	....				
670	745, 1150, 3121.	Cold Spring—Liverpool.....	Salina.....	2.76	Liverpool, v....	0.66	3.42	....	....	.....
671	V-158, 1332, 2989.....	Baldwinsville—Cold Spring.....	Lysander.....	3.74	Baldwinsville, v	0.58	4.32	....	....	.....
672 [4]	734, 1140, 1254, 2234.	Syracuse—Bridgeport, Part 1.....	.....	....	Syracuse, c....	0.58	7.21	....	....	.....
			Salina.....	1.30	.....	....				
			De Witt.....	3.14	.....	....				
			Manlius.....	2.19	.....	....				
672-A	1254, 3495..	Syracuse—Bridgeport.....	De Witt.....	1.14	.....	....	.....	....	1.14	
673 [5]	1252.....	Cicero—Brewerton.....	Cicero.....	....	.....	....	.....	....	....	.....
896	V-46, V-48..	Eastwood Village.....	De Witt.....	0.14	Eastwood, v...	0.91	2.43	....	....	.....
		East Syracuse Village.....	De Witt.....	....	E. Syracuse, v..	1.38				
897	1151, 1251, 2431	Skaneateles—Camillus	Elbridge.....	2.51	.....	....	4.24	....	....	.....
			Camillus.....	1.73	.....	....				
961	V-137.....	Elbridge Village: South Street.....	Elbridge.....	....	Elbridge, v....	0.19	0.19	....	....	.....
971	520, 761, 1260, 1821.	Marietta—Marcellus.....	Marcellus.....	6.31	Marcellus, v...	1.37	7.68	....	....	.....
1039	V-190, 1252, 1253, 1258..	Baldwinsville—Cicero.....	Lysander.....	2.27	Baldwinsville, v	0.48	11.11	....	....	.....
			Clay.....	7.53	.....	....				
			Cicero.....	0.83	.....	....				

[1] 2.09 miles included in State Route No. 6 and 1.57 miles in State Route No. 20.
[2] 0.85 mile included in State Route No. 6.
[3] Original plans 6.84 miles. Built as State Highways on Route No. 6.
[4] Original contract 7.58 miles; 0.38 mile at grade crossing omitted from construction, of which 0.20 mile was included in No. 672-A.
[5] Constructed as State Highway No. 5249 on Route No. 33.
[6] Original mileage 2.50. 0.03 mile reconstructed under Highway No. 1041.
* Exclusive of villages.

ONONDAGA COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1040	V-147	Camillus Village	Camillus	....	Camillus, v	0.49	0.49	....	.....
1041	915, 1265, 1631.	Skaneateles—Borodino—Marietta	Spafford	6.07	.....	....	6.07	....	.....
1042	V-177, 1148.	Skaneateles—Camillus, Part 1	Skaneateles	3.91	Skaneateles, v	0.33	4.24	....	.....
1043	V-40	Fabius Village	Fabius	....	Fabius, v	1.31	1.31	....	.....
1044	V-148, 3169.	East Syracuse Village: Hartwell Ave.	De Witt	0.23	E. Syracuse, v	0.79	1.02	....	.....
1068	3185	Niles—Mandana	Skaneateles	3.12	.....	....	3.12	....	.....
1069	1756	Onondaga Valley	Onondaga	0.32	.....	....	0.32	....	.....
1070	2435, V-198.	Vesper—Tully	Tully	1.27	Tully, v	0.41	1.68	....	.....
1071	1262, 1331	Amber Hamlet	Otisco	1.99	.....	....	1.99	....	.....
1072	3173	Syracuse—Bridgeport, Part 2	Cicero	3.06	.....	....	.....	3.06	.....
1073	1386, '88, 3168,	Minoa—Manlius Center—Manlius	Manlius	....	Fayetteville, v	0.90	.....	7.23	.....
1073-A	3174, V-174		Manlius	1.39	Minoa, v	0.99			
			Manlius	2.76	Manlius, v	1.19			
1074	701, 3169, 3171,	Eastwood Vil.: Burnet & Midler Avs.	De Witt	0.29	Eastwood, v	1.24	1.91	....	.....
	V-319, 3172, V-186	E. Syracuse Vil.: W. Manlius St.	De Witt	....	E. Syracuse, v	0.38			
1145	V-235, 3416.	Syracuse City: Englewood Avenue	.....	....	Syracuse, c	0.76	0.76	....	.....
1209	V-275	Syracuse City: Court Street	.....	....	Syracuse, c	0.27	0.27	....	.....
1353 [3]	3332	Solvay—State Fair—Syracuse	Geddes	1.27	Solvay, v	0.15	2.13	....	.....
			.....	....	Syracuse, c	0.71			
1354	1261, 3665,	Syracuse—Otisco, Part 1	Onondaga	4.01	.....	....	.....	5.55	.....
	704, 1127.		Onon. Indian Res	1.54	.....	....			
1359	1756	East Onondaga: Seneca Street	Onondaga	0.22	.....	....	.....	....	0.22
1505	V-382, 3627,	Jordan Village: North Main Street	Elbridge	0.22	Jordan, v	0.74	.....	....	0.96
	3514								
1506	3514, 1142	Jordan—Baldwinsville	Elbridge	3.42	Van Buren, v	2.10	.....	5.52	.....

1507	V-387, 3358, 1258½, 2433.		Baldwinsville—Plainville	Lysander	6.89	Baldwinsville v.	0.56	.....	....	7.45
				Towns	157.67	.....	....	133.02	16.18	8.47
				Villages	....	.....	17.15	10.67	5.18	1.30
				Cities	....	.....	2.32	2.32	....	.....
				Totals	157.67	.....	19.47	146.01	21.36	9.77

STATE HIGHWAYS.

	Route No.	Section								
5016	6	7	Camillus—Fairmount, Part 2	Camillus	3.09	.....	....	3.09	....	.....
5080	20, 6	1, 11	Elbridge—Camillus, Part 1	Elbridge	1.27	Elbridge, v.	1.73	3.00	....	.....
5143	6	10	Elbridge—Camillus, Part 2	Elbridge	1.78	.....	....	5.03	....	.....
				Camillus	3.01	Camillus, v.	0.24			
5249	33	3	Cicero—Brewerton	Cicero	4.84	.....	....	4.84	....	.....
5274 [1]	34	1, 2	Phoenix—Syracuse	Clay	6.52	.....	....	10.49	....	.....
5274-A [1]				Salina	2.92	Liverpool, v.	1.05			
5319 [2]	6	8, 9	Camillus—Fairmount, Part 1	Camillus	0.85	Camillus, v.	0.35	1.20	....	.....
5318-A [2]	Pet.	V-1107								
5365	10	2, 4, 5	Syracuse—Lafayette	.....	....	Syracuse, c.	0.26	6.87	....	.....
				Onondaga	2.30	.....	....			
				Lafayette	2.70	.....	....			
				Indian Reservation	1.61	.....	....			
5396	6, Pet.	5, V-1162	Solvay Village: Genesee Street	Geddes	0.23	Solvay, v.	0.46	0.69	....	.....

[1] 0.18 mile in Clay omitted from construction and re-let as No. 5274-A.
[2] Original contract 1.20 miles; 0.14 mile at grade crossing cancelled and re-let as No. 5318-A.
[3] Original contract 2.40 miles. 0.27 mile omitted.
* Exclusive of villages.

ONONDAGA COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5470	33	1, 2	Syracuse—Cicero	Salina	2.70			6.70	....	.....
				Clay	1.42					
				Cicero	2.58					
5477	34	3	Syracuse City: Park Street		....	Syracuse, c	0.70	0.70	....	.....
5516	10	7, 8	Lafayette—Tully	Lafayette	2.93			8.73	....	.....
				Tully	5.09	Tully, v	0.71			
					....	Syracuse, c	0.37			
5587	6	3, 4	Syracuse—Fayetteville	DeWitt	3.80			.....	5.12	.....
				Manlius	0.95					
5625	6	1	Fayetteville—Chittenango, Part 1	Manlius	3.94			.....	....	3.94
5630	20 Pet. V-	3, 4	Weedsport—Jordan, Part 2	Elbridge	0.73	Jordan, v	1.03	.....	....	1.76
				Towns	55.26		....	45.84	4.75	4.67
				Villages	....		5.57	4.54	....	1.03
				Cities	....		1.33	0.96	0.37	.....
				Totals	55.26		6.90	51.34	5.12	5.70

ONTARIO COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
146[1]	90	Geneva—Canandaigua, Part 1	Seneca	5.62		....	5.62	....	.....
187	301	Bristol	Canandaigua	1.72		....	1.72	....	.....

188[2]	227.....	Bristol Valley.....	East Bloomfield....	4.10	E. Bloomfield, v	0.35	4.83	....	.....
			Bristol.....	0.38	.....	....			
189	336.....	East Side Lake, Part 2.....	Canandaigua.....	1.29	.....	....	1.29	....	.....
190	331.....	East Side Lake, Part 1.....	Gorham.....	2.37	.....	....	2.37	....	.....
191	228.....	Honeoye—Hemlock.....	Richmond.....	4.55	.....	....	4.55	....	.....
203[3]	328.....	Gorham—Stanley, Part 1.....	Gorham.....	2.18	.....	....	2.18	....	.....
		Gorham—Reeds Corners, Part 1....							
204[4]	335.....	Naples—Atlanta.....	Naples.....	0.59	.....	....	0.59	....	.....
205[5]	337.....	Naples—Woodville.....	Naples.....	2.39	.....	....	2.58	....	.....
			South Bristol.....	0.19	.....	....			
206	329.....	Reeds Corners.....	Hopewell.....	0.61	.....	....	2.67	....	.....
			Gorham.....	2.06	.....	....			
207[1]	330.....	Geneva—Canandaigua, Part 2.....	Hopewell.....	5.98	.....	....	6.21	....	.....
		Canandaigua.....	Canandaigua.....	0.23	.....	....			
333[6]	426.....	Geneva—Canandaigua, Part 3.....	Geneva.....	1.13	.....	....	1.13	....	.....
334[7]	428.....	Lyons—Geneva.....	Geneva.....	1.37	.....	....	1.69	....	.....
			Phelps.....	0.32	.....	....			
335	427.....	Victor—Mendon, Part 1.....	Victor.....	5.20	.....	....	5.20	....	.....
396[4]	227.....	Bristol Valley, Part 2.....	Bristol.....	6.68	.....	....	.....	....	6.68
404[4]	227.....	Bristol Valley, Part 3.....	South Bristol.....	2.00	.....	....	.....	....	2.00
484	966, 1138...	Canandaigua—Victor.....	Canandaigua.....	3.41	.....	....	6.79	....	.....
			Farmington.....	3.38	.....	....			
485[8]	967.....	West Bloomfield—Honeoye Falls...	West Bloomfield....	3.76	.....	....	3.76	....	.....

[1] Included in State Route No. 6.
[2] 1.27 miles included in State Route No. 6 and 3.56 miles in Route No. 14.
[3] Original contract 2.20 miles.
[4] Included in State Route No. 14.
[5] 2.04 miles included in State Route No. 14. Total length 3.45 miles. 0.87 mile in Yates county.
[6] 0.62 mile included in State Route No. 6.
[7] Included in State Route No. 12.
[8] 0.17 mile included in State Route No. 6.
* Exclusive of villages.

ONTARIO COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
607	1018.....	Manchester—Clifton Springs.....	Manchester.....	4.35	.....	....	4.35	....	.....
608	981.....	Phelps—Clifton Springs.....	Phelps.....	2.21	.....	....	2.21	....	.....
635[1]	1036.....	Geneva—Halls Corners.....	Seneca.....	5.04	.....	....	5.04	....	.....
636	1036-A.....	Stanley—Geneva.....	Seneca.....	3.16	.....	....	3.16	....	.....
637	1017.....	Manchester—Victor.....	Farmington.....	5.09	.....	....	5.09	....	.....
638[1]	1135.....	Geneva.....	Geneva.....	1.01	.....	....	1.01	....	.....
639	1040.....	Cheshire—McJannetts Hill.....	Canandaigua.....	7.04	.....	....	7.04	....	.....
662	1041, 3467..	Rushville—Gorham.....	Gorham.....	5.51	Rushville, v....	0.56	6.07	....	.....
1139	V-266, 3030.	Clifton Springs Village: Kendall and East Main Streets.....	Manchester.....	....	Clifton Spgs., v.	0.82	1.38	....	.....
			Phelps.....	....	Clifton Spgs., v.	0.56			
1196	2705.....	Gorham—Stanley, Part 2.....	Seneca.....	1.89	.....	....	1.89	....	.....
1276	V-265.....	Victor Village: Cedar, W. Main and E. Main Sts.....	Victor.....	....	Victor, v.....	1.23	1.23	....	.....
1277	V-308.....	Phelps Village: Main Street.....	Phelps.....	....	Phelps, v.....	1.52	1.52	....	.....
1278	2422, 2553, 1037	Canandaigua—Orleans.....	Canandaigua.....	1.45	.....	....	.....	8.63	.....
			Hopewell.....	6.21	.....	....			
			Phelps.....	0.97	.....	....			
1294	3031.....	Manchester Village: State, Clifton and North Streets.....	Manchester.....	....	Manchester, v..	1.38	1.38	....	.....
1415	2553, 1038..	Chapin—Palmyra, Part 1.....	Hopewell.....	1.84	.....	....	.....	3.95	.....
			Manchester.....	....	Shortsville, v...	0.45			
			Manchester.....	0.74	Manchester, v..	0.92			

				Towns	108.02	.....	....	88.13	11.21	8.68
				Villages	.....	.....	7.79	6.42	1.37	.....
				Cities	.....	.....	....	.....	.....	.....
				Totals	108.02		7.79	94.55	12.58	8.68

State Highways.

	Route No.	Section								
5015	6	6	Canandaigua Village	Canandaigua	....	Canandaigua, v.	1.19	1.19	....	.....
5041	6	12	Lima—East Bloomfield, Part 2	West Bloomfield	2.40	.....	....	2.40	....	.....
5081	6	10, 11	Lima—East Bloomfield, Part 3	West Bloomfield	1.77	.....	....	5.26	....	.....
				East Bloomfield	2.90	E. Bloomfield, v	0.59			
5252	12	8-10	Geneva—Lyons, Part 2	Phelps	7.37	.....	....	7.37	....	.....
5323[3]	12	1	Pen Yan—Halls Corners	Seneca	1.90	.....	....	1.90	....	.....
5386	6	7	Canandaigua Village: West Avenue	Canandaigua	....	Canandaigua, v.	0.91	0.91	....	.....
5397	14 Pet. V-1000	3	Naples Village: Main Street	Naples	....	Naples, v.	1.74	1.74	....	.....
5437	6-A	2	Phelps—Junius, Part 1	Phelps	3.72	.....	....	3.72	....	.....
5473	6 Pet. V-1166	2	Geneva City: Hamilton Street	.....	....	Geneva, c.	0.85	1.30	....	.....
				Geneva	0.45	.....	....			
5511[4]	14	10, 11	Ionia—Holcomb	West Bloomfield	1.71	.....	....	5.87	....	.....
				East Bloomfield	3.03	E. Bloomfield, v.	0.77			
				.....	....	Holcomb, v.	0.36			
5576	6	8	Holcomb—Canandaigua	East Bloomfield	0.97	.....	....	4.69	....	.....
				Canandaigua	3.72	.....	....			

[1] Included in State Route No. 12.
[3] Part in Yates county. Total length 8.15 miles
[4] Original contract forfeited August 2, 1916. Completed by Division Engineer.
* Exclusive of villages.

ONTARIO COUNTY — Concluded

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5616	14	1	Cohocton—Naples, Part 2	Naples	2.26		....	2.26	....	.....
5620	6 Pet.	1 V-1201	Geneva City: Lake Street	.....	....	Geneva, c	0.82	0.82	....	.....
				Towns	32.20	.....	....	32.20	....	.....
				Villages	.....	.....	5.56	5.56	....	.....
				Cities	.....	.....	1.67	1.67	....	.....
				Totals	32.20	.....	7.23	39.43	....	.....

ORANGE COUNTY

COUNTY HIGHWAYS.

	Petition No.								
42[1]	13-A	Newburgh—Woodbury	New Windsor	3.88	.....	....	10.95	....	.....
			Cornwall	5.29	.....	....			
			Woodbury	1.78	.....	....			
43	14	Cochecton Turnpike, Part 2	Newburgh	2.55	.....	....	7.55	....	.....
			Montgomery	5.00	.....	....			
44	15-A	Goshen—Florida	Goshen	3.76	.....	....	4.22	....	.....
			Warwick	0.46	.....	....			
45	18-A	Middletown—Pine Bush, Part 1	Crawford	6.41	.....	....	9.25	....	.....
			Wallkill	2.84	.....	....			
46[2]	20-A	Turners—Monroe	Monroe	0.65	Harriman, v	0.86	1.51	....	.....
64	15-A	Walden—Scotts Corners	Montgomery	1.84	.....	....	1.84	....	.....

65	15-A.....	Montgomery—Goshen.....	Montgomery.....	1.42	.....	....	7.95	....	.....
			Hamptonburg.....	5.10	.....	....			
			Goshen.....	1.43	.....	....			
93[3]	15-A.....	Florida—Warwick.....	Warwick.....	4.45	.....	....	4.45	....	.....
95	154.....	Middletown—Goshen.....	Wawayanda.....	1.53	.....	....	5.76	....	.....
			Wallkill.....	0.32	.....	....			
			Goshen.....	3.91	.....	....			
95-A	154.....	Middletown—Goshen.....	Goshen.....	0.11	.....	....	0.11	....	.....
113	14-A.....	Cochecton Turnpike, Part 1.....	Newburgh.....	2.29	.....	....	2.29	....	.....
114	18-A.....	Middletown—Pine Bush, Part 2....	Wallkill.....	1.21	.....	....	1.21	....	.....
115[4]	150.....	Central Valley—Turners.....	Woodbury.....	1.65	Harriman, v...	0.52	2.51	....	.....
			Monroe.....	0.11	Harriman, v...	0.23			
153	164, 257....	Newburgh—Campbell Hall.....	Newburgh.....	0.70	.....	....	13.36	....	.....
			New Windsor.....	8.22	.....	....			
			Hamptonburg.....	4.44	.....	....			
154	17.....	Chester—Vails Gate.....	Chester.....	1.10	.....	....	11.49	....	.....
			Blooming Grove....	6.70	.....	....			
			Cornwall.....	2.96	.....	....			
			New Windsor.....	0.73	.....	....			
156[5]	20-A.....	Chester—Goshen.....	Chester.....	0.48	.....	....	3.04	....	.....
			Goshen.....	2.56	.....	....			
157[6]	13.....	Woodbury—Central Valley.....	Woodbury.....	3.48	.....	....	3.48	....	.....
159	18-A, 261...	Middletown—Slate Hill.....	Wawayanda.....	3.49	.....	....	3.49	....	.....
160	18-A, 261...	Slate Hill—Unionville.....	Wawayanda.....	2.17	.....	....	8.38	....	.....
			Minisink.....	6.21	.....	....			
161	256.....	Newburgh—Shawangunk.....	Newburgh.....	8.61	.....	....	8.61	....	.....

[1] 1.02 miles included in State Route No. 3.
[2] Included in State Route No. 4.
[3] Original plans, 4.67 miles. Reduced to 4.45 miles by relocation of portions.
[4] 1.13 miles included in State Route No. 4 and 0.70 mile in State Route No. 39-B.
[5] 1.36 miles included in State Route No. 4.
[6] 0.47 mile included in State Route No. 4.
* Exclusive of villages.

COUNTY HIGHWAYS.

ORANGE COUNTY — Continued

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
281[1]	288, 290....	West Point—Central Valley.....	Highland.....	....	.....	....	.....	....	.....
			Woodbury.....	....	.....	....			
282	19, 263.....	Greenville—Slate Hill.....	Greenville.....	3.40	.....	....	7.13	....	.....
			Wawayanda.....	3.73	.....	....			
283	19, 263.....	Greenville—Port Jervis.....	Greenville.....	3.00	.....	....	5.11	....	.....
			Deer Park.....	2.11	.....	....			
312	260, 262....	Middletown—Cuddebackville, Pt. 1.	Wallkill.....	2.54	.....	....	4.38	....	.....
			Mt. Hope.....	1.84	.....	....			
313[2]	260.....	Middletown—Cuddebackville, Pt. 2.	Mt. Hope.....	2.61	.....	....	4.70	....	.....
			Deer Park.....	2.09	.....	....			
313-A	260.....	Middletown—Cuddebackville, Pt. 2.	Mt. Hope.....	0.56	.....	....	1.02	....	.....
			Deer Park.....	0.46	.....	....			
382	234.....	Walden—Pine Bush.....	Montgomery.....	3.07	.....	....	6.57	....	.....
			Crawford.....	3.50	.....	....			
411[3]	289, 757....	West Point—Cornwall.....	Highland.....	....	.....	....	.....	....	.....
			Cornwall.....	....	.....	....			
412[4]	660, 999....	Port Jervis—Sullivan Co. Line, Pt. 1.	Deer Park.....	5.74	.....	....	5.74	....	.....
413	155, 664....	Highland Mills—Monroe.....	Woodbury.....	1.89	.....	....	3.27	....	.....
			Monroe.....	1.38	.....	....			
414	729.....	Scotts Corners—Burnside.....	Montgomery.....	3.89	.....	....	5.54	....	.....
			Hamptonburg.....	1.65	.....	....			
415[5]	147.....	Newburgh—Cornwall.....	New Windsor.....	1.66	.....	....	3.01	....	.....
			Cornwall.....	1.35	.....	....			
416[6]	661.....	Rockland County Line—Tuxedo...	Tuxedo.....	5.89	.....	....	5.89	....	.....
447	275.....	Warwick—Greenwood Lake.....	Warwick.....	5.86	.....	....	5.86	....	.....
448	660.....	Port Jervis—Sullivan Co. Line, Pt. 2.	Deer Park.....	3.64	.....	....	3.64	....	.....
449	729.....	Burnside—Washingtonville.....	Hamptonburg.....	1.94	.....	....	.....	3.17	.....
			Blooming Grove....	1.23	.....	....			

498[7]	757.....	West Point—Central Valley, Part 2.	Highland.....	....	.....	....	.....	....	.....	
499	1019.....	Middletown—Montgomery.....	Wallkill.....	7.03	.....	....	.....	9.18	.....	
			Montgomery.....	2.15	.....	....				
500[8]	1155.....	Unionville—New Jersey Line.....	Minisink.....	0.30	.....	....	.....	....	4.75	
	983.....	New Hampton—Denton.....	Wawayanda.....	0.66	.....	....				
	807.....	Greenwood Lake—Tuxedo Lake Pt. 1	Warwick.....	3.62	.....	....				
			Tuxedo.....	0.17	.....	....				
501[9]	293.....	Goshen—Middletown.....	Goshen.....	2.72	.....	....	.....	....	5.25	
			Wawayanda.....	1.55	.....	....				
			Wallkill.....	0.98	.....	....				
576	663.....	Montgomery—Bullville.....	Montgomery.....	2.92	.....	....	.....	....	7.51	
			Crawford.....	4.59	.....	....				
600[10]	20-A, 2247..	Monroe—Chester.....	Chester.....	2.73	.....	....	.....	....	3.55	
			Blooming Grove....	0.82	.....	....				
605[11]	168.....	Highland Lake—Fort Montgomery.	Highland.....	0.17	.....	....	.....	....	0.17	
739[12]	1021, 1154..	Turner.....	Monroe.....	0.98	.....	....	.....	....	0.98	
1329[13]	V-229.....	Goshen Village: S. Church, W. Main, Main Streets and Greenwich Ave.	Goshen.....	....	Goshen, v.....	3.70	.....	3.70	.....	
1508	V-245, 3777.	Washingtonville Village.....	Blooming Grove....	....	Washingtonville, v.....	2.48	.....	....	2.48	
			Towns....	206.26	.....	....	171.70	12.35	22.21	
			Villages...	....	.....	7.79	1.61	3.70	2.48	
			Cities.....	....	.....	....	.....	....	.....	
			Totals....	206.26	.....	7.79	173.31	16.05	24.69	

[1] Built as part of State Highway No. 5328 on Route No. 4.
[2] Original plans 5.16 miles. 0.28 at railroad omitted from construction and 0.18 reconstructed under contract 313-A.
[3] Original contract awarded but injunction prevented construction. Included in State Route No. 3 and built as No. 5498.
[4] 2.33 miles included in State Route No. 3-A.
[5] 2.63 miles included in State Route No. 3. Original contract 3.37 miles. 0.36 mile at R. R. omitted.
[6] 0.63 mile included in State Route No. 39-B.
[7] Built as part of State Highway No. 5328 on Route No. 4.
[8] Original plans 5.85 miles. Cedar Hill Cemetery-County Line (1.10 miles, Petition No. 758) built as part of State Highway No. 5176.
[9] 2.53 miles included in State Route No. 4.
[10] Part not on approved County System. Original plans 5.06 miles; 1.51 miles included in State Route No. 4 and built as No. 5144.
[11] Original plans 2.04 miles. Included in State Route No. 3 and 1.87 miles under contract as No. 5480.
[12] 0.66 mile included in State Route No. 39-B.
[13] Original contract forfeited May 1, 1916.
* Exclusive of villages.

ORANGE COUNTY — Continued

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5007	3	16	Newburgh—Cedar Hill Cemetery...	Newburgh.....	3.28	.....	....	3.28	....	.....
5144.	4	17	Monroe—Oxford.....	Monroe.....	0.46	Monroe, v.....	1.80	3.31	....	.....
				Blooming Grove....	1.05	.....	....			
5176 [1]	3	7	Marlboro—County Line.....	Newburgh.....	1.10	.....	....	1.10	....	.....
5210										
5210 A [2]	4	17	Middletown—Bloomingburg.....	Wallkill.....	6.78	.....	....	6.78	....	.....
5210 B										
5297	4	8	Oxford—Chester.....	Blooming Grove....	0.76	.....	....	3.94	....	.....
				Chester.....	2.07	Chester, v.....	1.11			
328 [3]	4	1	West Point—Central Valley.....	Highland.....	6.29	Highland Falls.	0.66	11.19	....	.....
328-B [9]	4	2		Woodbury.....	4.24	.....	....			
5328-A [4]	4	1	West Point—Central Valley.....	Highland.....	0.90	.....	....	0.90	....	.....
5480 [8]	3	1	Highland Lake—Fort Montgomery.	Highland.....	1.48	.....	....	1.48	....	.....
5498 [5]	3	8	Cornwall—West Point, Part 1.....	Cornwall.....	1.18	Cornwall, v....	0.09	.....	1.27	.....
5572 [5]	3	6, 7	Cornwall—West Point, Part 2.....	Cornwall.....	0.49	.....	....	.....	2.76	.....
				Highland.....	0.97	.....	....			
				West Point.....	1.30	.....	....			
5573 [4]	3	5	Cornwall—West Point, Part 3.....	West Point.....	1.17	.....	....	.....	1.17	.....
5591	3	10	Newburg—Cornwall.....	New Windsor.....	0.19	.....	....	0.38	....	.....
				Cornwall.....	0.19	.....	....			
				Towns.....	33.90	.....	....	28.79	5.11	.....
				Villages....	.....	.....	3.66	3.57	0.09	.....
				Cities.....	.....	.....	....	.....	.....	.....
				Totals.....	33.90	.....	3.66	32.36	5.20	.....

ORLEANS COUNTY

COUNTY HIGHWAYS.

	Petition No.								
386	599.....	Five Corners—Kuckville, Part 1....	Gaines.....	3.47	.....	....	3.47	....	.....
387	601.....	Five Corners—Kuckville, Part 2....	Carlton.....	5.69	.....	....	5.69	....	.....
388	594.....	Kendalls Corners.....	Kendall.....	3.42	.....	....	3.42	....	.....
389	598.....	Maple Ridge, Part 1.....	Shelby.....	3.08	.....	....	3.08	....	.....
390	598.....	Maple Ridge, Part 2.....	Shelby.....	2.79	.....	....	2.79	....	.....
391	596.....	Clarendon—Holley..... Clarendon—Genesee Co. Line, Pt. 1.	Clarendon.....	4.54	.....	....	4.54	....	.....
392	593.....	Oak Orchard, Part 1.....	Albion..... Barre.....	1.50 1.84	....	....	3.34	....	.....
393	600.....	Oak Orchard, Part 2.....	Gaines.....	3.61	.....	....	3.61	....	.....
394	602.....	Oak Orchard, Part 3.....	Carlton.....	3.24	.....	....	3.24	....	.....
395	597.....	Medina—Alabama.....	Shelby.....	5.40	.....	....	5.40	....	.....
398[6]	595.....	County Line.....	Kendall..... Murray.....	2.75 0.02	....	....	2.77	....	.....
578[7]	964..... 963.....	Albion—Eagle Harbor Quarry..... Albion—Annis Corners.....	Albion..... Albion.....	1.56	....	....	.....	....	1.56
579	965.....	Barre Center—West Barre.....	Barre.....	4.63	.....	....	4.63	....	.....
580	960, 3336...	Fancher—Brockville.....	Murray.....	2.86	.....	....	2.86	....	.....

[1] Total length 2.18 miles. 1.08 miles in Ulster county.
[2] 0.66 mile cancelled; 0.48 mile re-let as No. 5210-A and 0.18 mile as No. 5210-B.
[3] 0.99 mile through West Point Reservation omitted from original plans and let as 5328-A. Original contract 11.20 miles; 2.05 miles in Highland and 4.24 miles in Woodbury cancelled and re-let as No. 5328-B.
[4] On U. S. Military Reservation.
[5] Part on U. S. Military Reservation.
[6] One-half in Monroe county. Actual length 5.53 miles. Original contract 5.55 miles.
[7] Original plans 4.67 miles. Petition No. 963 (1.18 miles) built as State Highway No. 5422. Petition No. 964 (2.49 miles); 0.93 mile built as State Highway No. 5469.
[8] Original plans 1.87 miles. Decrease due to change in location.
[9] Original contract 6.27. Increase due to change in location.
* Exclusive of villages.

ORLEANS COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
581	957, 2904, 3327	Yates—Lyndonville—Ridgeway	Yates	3.83	Lyndonville, v.	0.99	7.46	....	.....
			Ridgeway	2.64	.....	....			
582[1]	961.....	Holley-Ridge Road	Murray	2.46	.....	....	2.46	....	.....
588[2]	962.....	Monroe—Orleans County Line	Murray	1.04	.....	....	1.04	....	.....
688	1674.....	Auger	Kendall	1.58	.....	....	.....	....	1.58
1293	3338.....	Maple Ridge, Part 3	Shelby	0.90	Medina, v.....	0.90	1.80	....	.....
1429	1834.....	Barre Center—Elba, Part 1	Barre	4.82	.....	....	.....	....	4.82
1430	V-326, 3591	Albion Village: Main Street	Albion	....	Albion, v.....	1.17	.....	1.32	.....
			Gaines	....	Albion, v.....	0.15			
			Towns	67.67	.....	....	59.71	....	7.96
			Villages	.....	.....	3.21	1.89	1.32	.....
			Cities	.....	.....	....	.....	....	.....
			Totals	67.67	.....	3.21	61.60	1.32	7.96

STATE HIGHWAYS.

Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5025	30 2	Albion St.—Holley	Murray	2.46	.....	....	2.46	....	.....
5118	30 3	Holley—Albion, Part 2	Murray	2.24	.....	....	2.24	....	.....
5315	30 11 Pet. V-1104	Medina Village	Ridgway	0.21	Medina, v.....	2.24	2.45	....	.....
5421	30 1 Pet. V-1161	Holley—Brockport, Part 1	Murray	1.12	Holley, v.....	1.28	2.40	....	....
5422	30 4	Albion—Fancher	Albion	2.91	.....	....	3.43	....	....
			Murray	0.52	.....	....			

3254	30	12	Hartland—Medina, Part 2.....	Ridgway.....	6.02	.....	....	6.02	....	....
5448	30 Pet. V-1191	5	Albion Village: West and East Ave's	Albion.....	....	Albion, v.....	1.84	1.84	....	....
5469[3]	30	6–10	Medina—Albion.....	Ridgway.....	3.74	Medina, v.....	0.05	8.95	....	.....
				Albion.....	5.16	.....	....			
5556	30	[4] 201	Ridgeway—Gaines, Part 1.....	Ridgeway.....	0.17	.....	....	0.17	....	.....
5603	30	[5] 101	Middleport—Medina, Part 2.....	Shelby.....	1.78	.....	....	.....	....	3.72
				Ridgeway.....	1.22	Medina, v.....	0.72			
				Towns.....	27.55	.....	....	24.55	....	3.00
				Villages....	.....	.....	6.13	5.41	....	0.72
				Cities.....	.....	.....	....	.....	....	.....
				Totals.....	27.55	.....	6.13	29.96	....	3.72

OSWEGO COUNTY

COUNTY HIGHWAYS.

	Petition No.								
278[6]	579.....	Syracuse—Watertown.....	Hastings.....	2.41	.....	....	2.41	....	.....
279	114, 1334...	West Oswego River.....	Minetto.....	2.48	.....	....	2.48	....	.....
280[7]	254.....	Oswego—Sterling.....	Oswego.....	1.66	.....	....	1.66	....	.....
370	788.....	Minetto.....	Minetto.....	0.48	.....	....	0.48	....	.....

[1] Original plans 5.07 miles. Petition No. 958 (1.51 miles) built as State Highway No. 5025. Petition No. 959 (1.01 miles) built as State Highway No. 5421.
[2] One-half in Monroe county. Actual length 2.08 miles.
[3] Original contract forfeited.
[4] Section one of Spur Two. See App. C.
[5] Section one of Spur One. See App. C.
[6] Included in State Route No. 33.
[7] Included in State Route No. 30.
* Exclusive of villages.

OSWEGO COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
450	778.....	Phoenix—Pennellville.....	Schroeppel.....	1.92	.....	....	1.92	....	.....
451[1]	1334.....	Minetto—Fulton.....	Minetto.....	1.99	.....	....	1.99	....	.....
509[2]	770, 2820...	Oswego—Mexico, Part 1.....	Scriba.....	5.40	.....	....	5.40	....	.....
539	769, 1439...	Fulton—Volney.....	Volney.....	2.09	.....	....	2.09	....	.....
653	1303, 1419..	Granby Roads.....	Granby.....	5.06	.....	....	5.06	....	.....
654[2]	2203.....	Oswego—Mexico, Part 2.....	New Haven.....	5.35	.....	....	5.35	....	.....
661	1005.....	Oswego: West Fifth Street.....	Minetto.....	1.26	.....	....	3.58	....	.....
	2194.....	Fruit Valley.....	Oswego.....	2.32	.....	....			
746[3]	2484.....	Carleys Mills—Parish.....	Parish.....	1.12	.....	....	1.12	....	.....
772	1304.....	Fulton—Hannibal.....	.....	....	Fulton, c.....	0.04	3.70	....	.....
			Granby.....	3.66	.....	....			
825	1333.....	Fulton—Oswego.....	Granby.....	3.33	.....	....	3.33	....	.....
826	1524, 2720..	Pulaski—Orwell.....	Richland.....	4.36	.....	....	5.93	....	.....
			Orwell.....	1.57	.....	....			
972	2486, 2899..	Pulaski—Williamstown, Part 2.....	Albion.....	3.46	Altmar, v.....	2.21	5.67	....	.....
973	2202.....	Volney—Palermo.....	Volney.....	1.44	.....	....	5.22	....	.....
			Palermo.....	3.78	.....	....			
1046	1007.....	Sterling—Oswego, Part 2.....	Oswego.....	2.80	.....	....	2.80	....	.....
1047	V-185, 3032.	Fulton City: West First Street.....	.....	....	Fulton, c.....	3.10	3.10	....	.....
1136	V-223, 3410.	Pulaski Village: Mill Street.....	Richland.....	....	Pulaski, v.....	0.90	0.90	....	.....
1137	V-287, 3034.	Oswego City: West First Street...	.....	....	Oswego, c.....	1.43	1.43	....	.....
1138	V-247, 3409.	Phoenix Village: Volney Street.....	Schroeppel.....	....	Phoenix, v.....	0.65	0.65	....	.....
1243	2281, 3105..	Central Square—Constantina, Pt. 1.	Hastings.....	0.72	Central Sq., v..	0.54	5.40	....	.....
			West Monroe.....	4.14	.....	....			

1244	1356, 2367, 3544	Phoenix—Mexico, Part 2.....	Schroeppel.....	5.22	.....	....	5.22	....	.....
1245	2750, 3033..	Fulton—Hannibal, Part 2.....	Hannibal.....	2.83	Hannibal, v....	0.83	3.66	....	.....
1287	2858, 3314..	Pulaski—Williamstown, Part 3.....	Williamstown.....	7.75	.....	....	7.75	....	.....
1288	2801, 2486, 3589	Pulaski—Williamstown, Part 1.....	Richland.....	1.47	Pulaski, v.....	1.05	5.11	....	.....
			Albion.....	2.59	.....	....			
1413	.....	Hastings—Parish.....	Hastings.....	0.07	.....	....	2.04	....	.....
			Parish.....	1.21	Parish, v.....	0.76			
1427	V-364, 3715, 3676.....	Fulton—Volney, Part 1.....	.....	....	Fulton, c.....	0.21	0.55	....	.....
			Volney.....	0.34	.....	....			
1428	3716, 3427..	Sandy Creek—Smartville.....	Sandy Creek.....	2.04	Sandy Creek, v.	0.50	.....	6.36	.....
			Sandy Creek.....	....	Lacona, v.....	0.94			
			Boylston.....	2.88	.....	....			
			Towns.....	89.20	.....	....	84.28	4.92	.....
			Villages....	....	.....	8.38	6.94	1.44	.....
			Cities.....	....	.....	4.78	4.78	....	.....
			Totals.....	89.20	.....	13.16	96.00	6.36	.....

State Highways

Route No.	Section								
5044	30	7	Mexico—Union Square, Part 1.....	Mexico.....	2.03	Mexico, v.....	1.46	3.49	....	.....
5082	30	6	Mexico—Union Square, Part 2.....	Mexico.....	2.91	.....	....	2.91	....	.....
5083	30	5	Union Square—Pulaski, Part 1.....	Mexico.....	1.16	.....	....	2.61	....	.....
				Richland.....	1.45	.....	....			
5171	30	13	Southwest Oswego—Fruit Valley...	Oswego.....	1.95	.....	....	1.95	....	.....

[1] 0.66 mile, flooded by the Barge canal, cancelled from original contract and built by the State Engineer.
[2] Included in State Route No. 30.
[3] Original plans 1.53 miles; 0.41 mile included in State Route No. 28 and built as No. 5526.
* Exclusive of villages.

OSWEGO COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5221	30	4	Union Square—Pulaski, Part 2	Richland	4.06	Pulaski, v	0.63	4.69	....	.....
5250	33	2	Central Square—Union Square, Pt. 1	Hastings	5.89	Central Sq., v.	1.11	7.00	....	.....
5251	34	3	Fulton—Three Rivers, Part 1	.....	....	Fulton, c	0.77	4.25	....	.....
				Volney	3.48	.....	....			
5275	30 Pet. V-1069 Pet. V-1129	1-3	Pulaski—Sandy Creek	Richland	1.06	Pulaski, v	1.39	8.15	....	.....
				Sandy Creek	4.31	Sandy Creek, v.	1.39			
5276	34 Pet. V-1099	4	Fulton—Three Rivers, Part 2	Schroeppel	4.65	Phœnix, v	1.52	6.17	....	.....
5382	34 Pet. V-1147	1	Fulton—Oswego	.....	....	Fulton, c	0.95	10.84	....	.....
				Volney	5.66	.....	....			
				Scriba	1.84	.....	....			
				.....	....	Oswego, c	2.39			
5408	34 Pet. V-1173	2	Fulton City: East First Street	.....	....	Fulton, c	0.36	0.36	....	.....
5415	33 28	3 6	Central Square—Union Square, Pt. 2	Hastings	0.89	.....	....	5.81	....	.....
				Mexico	4.92	.....	....			
5486	30 Pet. V-1112	11	Oswego City: West Seneca and West Bridge Streets	.....	....	Oswego, c	1.13	1.13	....	.....
5487	30 Pet. V-1184	10	Oswego City: East 9th and Oneida Streets and State Road	.....	....	Oswego, c	1.47	1.47	....	.....
5526	28	5	Parish—Camden, Part 1	Mexico	0.94	.....	....	4.79	....	.....
				Parish	2.68	Parish, v	1.17			

5638	28	3, 4	Parish—Camden, Part 2	Parish	4.02		....	.....	5.63	.....
				Amboy	1.61		....			
				Towns	55.51		....	49.88	5.63	.....
				Villages	....		8.67	8.67	....	.....
				Cities	....		7.07	7.07	....	.....
				Totals	55.51		15.74	65.62	5.63	.....

OTSEGO COUNTY

COUNTY HIGHWAYS

	Petition No.									
162[1]	201	Oneonta		....	Oneonta, c	0.06	1.39	....	.....
			Oneonta	1.33		....			
219	374	Richfield Springs—Cherry Valley	Richfield	0.68		....	0.68	....	.....
220[2]	376, 524	Worcester	Worcester	0.98		....	0.98	....	.....
221	375, 1391	Edmeston	Edmeston	0.50		....	0.50	....	.....
314	425, 532	Gilbertsville—Mt. Upton	Butternuts	4.37		....	4.37	....	.....
315	528	Morris—Gilbertsville, Part 1	Morris	3.53		....	3.53	....	.....
316[1]	530-A	Colliersville—Emmons	Oneonta	1.26		....	1.26	....	.....
317[1]	530-B	Shady Side—Otego	Oneonta	2.70		....	2.70	....	.....
318[3]	529	Colliersville—Milford Center	Milford	2.03		....	2.03	....	.....
319[1]	527	Schenevus—Maryland	Maryland	3.65		....	3.65	....	.....
674[4]	751, 754, 1012, 1336	Milford Center—Milford	Milford	6.21		....	6.49	....	.....
			Middlefield	0.28		....			

[1] Included in State Route No. 7.
[2] 0.71 mile included in State Route No. 7.
[3] Included in State Route No. 5.
[4] 5.90 miles included in State Route No. 5.
* Exclusive of villages.

OTSEGO COUNTY — Continued

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
675[1]	755, 1013...	Otego—Oneonta	Otego	3.34	.....	....	3.90	....	.....
			Oneonta	0.37	.....	....			
			.....	....	Oneonta, c.....	0.28			
676	537, 538....	Otego—Wilseys Corners	Otego	2.01	.....	....	2.01	....	.....
677	526, 1011...	Edmeston—West Burlington—Kelsey Corners	Edmeston	2.21	.....	....	4.01	....	.....
			Burlington	1.80	.....	....			
678	1323.....	Morris—Gilbertsville, Part 2	Butternuts	2.64	.....	....	2.64	....	.....
708[2]	1395.....	Sidney—Unadilla	Unadilla	4.27	.....	....	4.27	....	.....
781	532, 2715...	Gilbertsville Village	Butternuts	....	Gilbertsville, v.	0.80	0.80	....	.....
782[3]	2716.....	Otego Village	Otego	....	Otego, v.....	0.43	0.43	....	.....
783[4]	1336, 2714..	Milford Village	Milford	....	Milford, v.....	0.68	0.68	....	.....
784	534, 1403...	Cooperstown—Three Mile Point	Otsego	3.12	.....	....	3.12	....	.....
785[5]	525, 1324, 2564.....	Richfield Springs—Schuyler Lake	Exeter	1.72	.....	....	.....	....	1.72
786	1404.....	Cherry Valley—Roseboom	Cherry Valley	2.43	.....	....	3.76	....	.....
			Roseboom	1.33	.....	....			
787[1]	2532.....	East End	.....	....	Oneonta, c.....	0.47	0.47	....	.....
833	2563, 2566..	West Exeter—West Winfield	Exeter	0.33	.....	....	5.43	....	.....
			Plainfield	5.10	.....	....			
934	540, 753....	East Springfield—Cherry Valley	Springfield	1.41	.....	....	4.90	....	.....
			Cherry Valley	2.97	Cherry Valley, v	0.52			
935	1406.....	Schenevus—Westford, Part 1	Maryland	3.83	.....	....	3.83	....	.....
936	1406.....	Schenevus—Westford, Part 2	Westford	4.15	.....	....	4.15	....	.....

987	2567, 2970..	Kelsey Corners—West Exeter.....	Burlington.....	5.00	.....	....	6.38	....	.....
			Plainfield.....	0.12	.....	....			
			Exeter.....	1.26	.....	....			
1147	1406, V-176.	Schenevus Village: Elk Street.....	Maryland.....	....	Schenevus, v...	0.20	0.20	....	.....
1302[5]	2842, 2807, 2815, 1411	Morris—Oneonta.....	Morris.....	3.02	Morris, v.....	1.03	.....	12.66	.....
			Laurens.....	5.34	.....	....			
			Oneonta.....	3.27	.....	....			
1303	3427.....	Unadilla Forks—Bridgewater.....	Plainfield.....	2.52	.....	....	2.52	....	.....
1408	1403, 1341, 533.....	Three Mile Point—Springfield Center—Warren.....	Otsego.....	2.43	.....	....	.....	8.13	.....
			Springfield.....	5.70	.....	....			
1409[7]	V-342, 3523, 2562.....	Richfield Springs—Winfield, Pts. 1 and 2.....	Richfield.....	6.53	Richfield Spgs..	1.34	.....	7.87	.....
1435	2805.....	Worcester—Decatur.....	Worcester.....	1.68	.....	....	.....	....	4.09
			Decatur.....	2.41	.....	....			
			Towns.....	109.83	.....	....	77.73	26.29	5.81
			Villages....	....	.....	5.00	2.63	2.37	.....
			Cities.....	....	.....	0.81	0.81	....	.....
			Totals.....	109.83	.....	5.81	81.17	28.66	5.81

STATE HIGHWAYS

Route No.	Section								
5037	5	13	Richfield Springs—Schuyler Lake...	Richfield.....	3.26	.....	....	3.50	....	.....
				Exeter.....	0.24	.....	....			

[1] Included in State Route No. 7.
[2] Included in State Route No. 7. Original contract 4.39 miles. Portion at R. R. omitted.
[3] 0.12 mile included in State Route No. 7.
[4] 0.33 mile included in State Route No. 5.
[5] Included in State Route No. 5. Original plans 5.23 miles; 3.51 miles built as State Highway No. 5037.
[6] Original contract forfeited May 31, 1916.
[7] 0.40 mile included in State Route No. 5.
* Exclusive of villages.

OTSEGO COUNTY—Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5138	7	18	Oneonta—Colliers, Part 4	Milford	1.36		....	1.36	....	.....
5153	7	8, 9	Wells Bridge—Otego	Unadilla	0.23		....	4.61	....	.....
				Otego	3.07	Otego, v	1.31			
5202	7 Pet.	2 V-1058	Unadilla Village	Unadilla	....	Unadilla, v	1.93	1.93	....	.....
5229	7	3	Unadilla—Wells Bridge	Unadilla	4.71		....	4.71	....	.....
5240, 5240-A [1]	7	19	Colliers—Maryland	Milford	1.48		....	5.68	....	.....
				Maryland	4.20		....			
5247 [2], 5247-A	7	21, 22	Schenevus—Schoharie County Line	Maryland	2.15	Schenevus, v	0.99	12.20	....	.....
		24, 26		Worcester	9.06		....			
	Pet.	V-1056								
5445	5	7, 8	Milford—Cooperstown	Milford	0.61	Milford, v	0.42	7.78	....	.....
				Hartwick	4.56		....			
				Otsego	2.19		....			
5455 [3]	5	1	Davenport Center—Oneonta	....	....	Oneonta, c	0.08	2.50	....	.....
				Oneonta	2.42		....			
5465 [4]	23	1	West Winfield—Bridgewater	Plainfield	1.53		....	1.53	....	.....
5624	5 Pet.	14, 15 V-1210	Richfield Springs Village: Church, Prospect and Bronner Streets	Richfield	0.38	Richfield Sp., v	0.66	.....	1.04	.....
				Towns	41.45		....	41.07	0.38	.....
				Villages	....		5.31	4.65	0.66	.....
				Cities	....		0.08	0.08	....	.....
				Totals	41.45		5.39	45.80	1.04	.....

PUTNAM COUNTY

COUNTY HIGHWAYS

	Petition No.								
569	251.....	Baldwin Place—Mahopac.....	Carmel.....	5.90	.....	....	5.90	....	.....
570	251.....	Carmel—Kent.....	Carmel.....	1.33	.....	....	5.02	....	.....
			Kent.....	3.69	.....	....			
585[5]	251.....	Towners Corners—County Line....	Patterson.....	4.25	.....	....	4.25	....	.....
798	251, 1891...	Kent—Towner.....	Patterson.....	2.82	.....	....	2.82	....	.....
909[6]	1167, 2955..	Brewster—Carmel.....	Southeast.....	2.50	Brewster, v....	0.42	4.46	....	.....
909-A			Carmel.....	1.54	.....	....			
974[7]	1166.....	Putnam Valley—Tompkins Corners.	Putnam Valley.....	6.42	.....	....	6.42	....	.....
1221	1163, 2536..	Carmel—Mahopac	Carmel.....	2.55	.....	....	2.55	....	.....
1455	2956.....	Brewster—Connecticut State Line..	Southeast.....	3.42	.....	....	3.42	....	.....
1512	3697, 2535..	Westchester County Line—Mahopac Falls—Mahopac Lake.....	Carmel.....	3.33	.....	....	.....	....	3.33
1513	3637.....	Patterson—Dutchess County Line..	Patterson.....	1.61	.....	....	.....	....	1.61
			Towns....	39.36	.....	....	34.42	....	4.94
			Villages...	....	.....	0.42	0.42	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals....	39.36	.....	0.42	34.84	....	4.94

STATE HIGHWAYS

	Route No.	Section								
5006	1	1	Croton Falls—Brewster.....	Southeast.....	1.80	.....	....	1.80	....	.....
5098	1	3	Brewster Village.....	Southeast.....	....	Brewster, v....	1.13	1.13	....	.....
	Pet. V-1044									

[1] Original contract cancelled. Re-let as No. 5240-A.
[2] Original contract cancelled. Re-let as No. 5247-A.
[3] Total length 7.89 miles. Part in Delaware county.
[4] Total length 3.97 miles; 1.17 miles in Herkimer county and 1.27 miles in Oneida county.
[5] 0.73 mile included in State Route No. 1.
[6] Original contract 4.56 miles; 0.13 mile at grade crossing in town of Southeast cancelled and re-let as No. 909-A.
[7] Accepted by Commission but final payment awaiting court decision.
* Exclusive of villages.

PUTNAM COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5147[1]	2	1	Peekskill—Fishkill, Part 1	Phillipstown	1.74	.....	....	1.74	....	.....
5149	2	4, 5	Peekskil—Fishkill, Part 4	Phillipstown	4.17	.....	....	4.17	....	.....
5156	2	3	Peekskill—Fishkill, Part 3	Phillipstown	4.35	.....	....	4.35	....	.....
5203	1	4	Brewster—Patterson	Southeast	4.62	.....	....	9.80	....	.....
				Patterson	5.18	.....	....			
5387	2	2	Fishkill—Peekskill, Part 2	Phillipstown	2.38	.....	....	2.38	....	.....
5438	1	2	Croton Falls—Brewster, Part 2	Southeast	1.64	.....	....	1.64	....	.....
				Towns	25.88	.....	....	25.88	....	.....
				Villages	....	.....	1.13	1.13	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	25.88	.....	1.13	27.01	....	.....

RENSSELAER COUNTY

COUNTY HIGHWAYS

	Petition No.									
10[2]	48-A	Troy—Brunswick, Part 1	Brunswick	0.48	.....	....	0.48	....	.....
11	49-A	Troy—Greenbush, Part 1	.....	....	Troy, c.	0.40	1.03	....	.....
			North Greenbush	0.63	.....	....			
25[3]	48	Troy—Brunswick, Part 2	Brunswick	3.05	.....	....	3.05	....	.....
26	49-A	Troy—Greenbush, Part 2	North Greenbush	2.59	.....	....	2.59	....	.....
55	54	Hoags Corners	Nassau	3.15	.....	....	3.15	....	.....

77	136, 347....	Albia—Wynantskill.....	Brunswick.....	0.18	.....	....	1.50	....	.....
			North Greenbush...	1.32	.....	....			
84[3]	190.....	Troy—Brunswick, Part 3.....	Brunswick.....	2.46	.....	....	2.46	....	.....
102	50.....	Barracks	East Greenbush....	2.05	.....	....	2.05	....	.....
194[9]	348-A.....	Sand Lake—Troy.....	Sand Lake.....	1.47	.....	....	1.49	....	.....
			Poestenkill.....	0.02	.....	....			
195	384.....	Wynantskill—West Sand Lake.....	Sand Lake.....	1.16	.....	....	4.01	....	.....
			Poestenkill.....	0.64	.....	....			
			North Greenbush...	2.21	.....	....			
196	203.....	East Nassau.....	Nassau.....	3.02	.....	....	3.02	....	.....
197[4]	377.....	Brick Church—Rock Hollow.....	Brunswick.....	3.33	.....	....	3.33	....	.....
200	291.....	Old Northern Turnpike.....	Hoosick.....	2.75	.....	....	2.75	....	.....
201	347.....	Troy—Poestenkill.....	North Greenbush...	0.75	.....	....	3.60	....	.....
			Poestenkill.....	2.85	.....	....			
202[5]	308, 309....	Boston—Albany.....	East Greenbush....	4.04	.....	....	5.42	....	.....
			Schodack.....	1.38	.....	....			
227[6]	307.....	Brunswick Turnpike.....	Brunswick.....	3.10	.....	....	3.10	....	.....
284	513.....	Averill Park—Crooked Lake.....	Sand Lake.....	3.61	.....	....	3.61	....	.....
285[7]	514.....	Nassau—Brainard.....	Nassau.....	3.62	.....	....	3.62	....	.....
287	386.....	Rensselaer—Best.....	North Greenbush...	1.35	.....	....	4.75	....	.....
			East Greenbush....	3.40	.....	....			
288	407.....	Troy—Sand Lake, Part 2.....	Poestenkill.....	3.40	.....	....	3.72	....	.....
			North Greenbush...	0.32	.....	....			
439[8]	1004.....	East Nassau—Brainard.....	Nassau.....	3.78	.....	....	3.78	....	.....

[1] Total length 3.63 miles. Part in Westchester county.
[2] Original length 1.00 mile; 0.52 mile reconstructed as No. 5393.
[3] Included in State Route No. 22.
[4] 1.73 miles included in State Route No. 42.
[5] Included in State Route No. 1.
[6] 0.19 mile included in State Route No. 42.
[7] Original contract 3.54 miles. 0.08 mile additional built by special agreement. Included in State Route No 21.
[8] 2.06 miles included in State Route No. 21.
[9] 0.04 mile included in State Route No. 21.
* Exclusive of villages.

RENSSELAER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
477	405	Valley Falls—Tomhannock	Pittstown	2.30			6.43		
	971	Valley Falls—Johnsonville	Pittstown	2.52					
	982-A	Valley Falls—Schaghticoke	Schaghticoke	0.84					
	982-B	Schaghticoke—Johnsonville, Pt. 1	Schaghticoke	0.77					
478[1]	406, 673	Haynersville—Raymertown	Brunswick	1.64			3.21		
			Pittstown	1.57					
490[1]	402, 671	Hoosick—North Hoosick	Hoosick	6.35			6.35		
504	982-C	Troy—Speigletown	Schaghticoke	1.69			1.69		
536[2]	1184	Schodack Center—Nassau	Schodack	5.19			5.19		
571	672	Spring Avenue: Troy—Poestenkill	Brunswick	2.44			2.61		
			North Greenbush	0.17					
583	385	Couse—Luther	East Greenbush	3.40			3.40		
594[3]	189, 716	Rensselaer—DeFreestville	East Greenbush						
631[4]	512	Eagle Mills—Clums Corners	Brunswick	2.25			2.25		
659	404	Brunswick Center—Lansingburgh	Brunswick	5.07			5.07		
679	159	W. Stephentown—Stephentown Ctr.	Stephentown	4.14			4.14		
680	159	Stephentown Center–Massachusetts.	Stephentown	3.92			3.92		
765	1887, 1888	Wynantskill — DeFreestville — Winter Street	North Greenbush	4.10			4.10		
949	V-123	Nassau Village	Nassau		Nassau, v	0.29	0.29		
980	2973	Speigletown—Melrose	Schaghticoke	2.55			2.55		
981 / 981-A[5]	189	DeFreestville—Couse	East Greenbush	3.14			3.14		
1049	V-205, 3163.	Troy City: Pawling Avenue			Troy, c	0.51	0.51		
1050	V-206-207	Troy City: Oil Mill Hill			Troy, c	1.58	1.58		

1115 1115-A	[6]	2719, 3384, 85.....	Castleton—Rensselaer, Part 2.....	East Greenbush....	2.74	.....	....	3.71	....	.....
				.....	....	Rensselaer, c...	0.97			
1116 1116-A	[7]	670, 1183, 2954.....	Castleton—Rensselaer, Part 1.....	Schodack.....	3.35	Castleton, v....	1.16	4.51	....	.....
1119 1119-A	[8]	3164, V-280.	Troy City: Spring Avenue.....	.....	....	Troy, c.....	1.71	1.71	....	.....
1120		3235, V-233.	Troy City: Winter Street.....	.....	....	Troy, c.....	0.34	0.34	....	.....
1121		3162, V-215.	Rensselaer City: Washington Ave...	.....	....	Rensselaer, c...	1.65	1.65	....	.....
1122		2169.....	West Stephentown—Alps.....	Nassau.....	2.70	.....	....	2.70	....	.....
1123		V-233, 3230, 3232, 3234..	Troy City—Leversee Road.....	.....	....	Troy, c.....	0.13	0.51	....	.....
				Brunswick.....	0.34	.....	....			
				Schaghticoke.....	0.04	.....	....			
1154		2290, 2395..	Spring Av., Troy—Poestenkill Pt. 2.	Poestenkill.....	0.88	.....	....	0.88	....	.....
1194		V-214, 3160.	Rensselaer City: High Street.....	.....	....	Rensselaer, c...	0.39	0.39	....	.....
1421		3465, 3466..	Center Berlin—Petersburg.....	Berlin.....	4.74	.....	....	.....	7.20	.....
				Petersburg.....	2.46	.....	....			
1422		3586, V.....	Castleton—East Schodack, Part 1..	Schodack.....	4.14	Castleton, v...	0.73	.....	4.87	.....
1423		3579, 2394, 2803, 2972..	Speigletown—Tomhannock Reserv'r	Schaghticoke.....	1.43	.....	....	.....	....	6.34
				Pittstown.....	4.91	.....	....			
1424		3463, 3466, 2696.....	Stone Schoolhouse—North Peters-burg—Vermont State Line.....	Hoosick.....	1.73	.....	....	.....	....	4.95
				Petersburg.....	3.22	.....	....			
1425		2953.....	Melrose—Schaghticoke Hill.....	Schaghticoke.....	2.97	.....	....	.....	2.97	.....
1426		2974.....	Whitehouse B'dge—Vermont State L.	Hoosick.....	3.80	.....	....	.....	....	3.80
				Towns.....	155.61	.....	....	126.21	14.31	15.09
				Villages....	....	.....	2.18	1.45	0.73	.....
				Cities.....	....	.....	7.69	7.69	....	.....
				Totals.....	155.61	.....	9.87	135.35	15.04	15.09

[1] Included in State Route No. 22.
[2] 1.34 miles included in State Route No. 1.
[3] Included in State Route No. 21. Original plans 2.73 miles; 0.67 mile built as No. 5196 and 2.06 miles as No. 5533.
[4] Included in State Route No. 42.
[5] Original contract cancelled. Re-let as No. 981-A.
[6] 1.14 miles cancelled. Items combined with No. 1116-A and re-let as No. 1115-A.
[7] 0.77 mile cancelled. Items combined with No. 1115-A and re-let as No. 1116-A.
[8] Original contract cancelled. Re-let as No. 1119-A.
* Exclusive of villages.

RENSSELAER COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5029	1	3	Schodack Center—Valatie, Part 2..	Schodack	2.78	.....	....	2.78	....	.....
5040	22 Pet.	9 V-23	Hoosick Falls Village.....	Hoosick	....	HoosickFalls, v.	1.57	1.57	....	.....
5084	1	1, 2	Schodack Center—Valatie, Part 3..	Schodack	2.90	.....	....	2.90	....	.....
5107	1 Pet.	7 V-1015	Rensselaer City: Columbia Street...	.....	....	Rensselaer, c...	0.39	0.39	....	.....
5108	21	14	Brainard Station.....	Nassau	0.05	.....	....	0.40	....	.....
				Stephentown	0.35	.....	....			
5163	21 Pet.	11 V-1045	Nassau Village.....	Nassau	....	Nassau, v.....	0.41	0.41	....	.....
5196	21	3	DeFreestville—South.....	North Greenbush	0.47	.....	....	0.67	....	.....
				East Greenbush	0.20	.....	....			
5222	42	5	Cropseyville—Grafton.....	Brunswick	1.46	.....	....	5.93	....	.....
				Grafton	4.47	.....	....			
5278 5278-A [1]	21	5, 6	West Sand Lake—Averill Park.....	Sand Lake	3.66	.....	....	3.66	....	.....
5310	42 Pet.	1 V-1125	Troy City: Brunswick Turnpike....	.....	....	Troy, c.....	0.95	0.95	....	.....
5354	22	6, 7	Raymertown—Hoosick, Part 2.....	Hoosick	5.11	.....	....	5.11	....	.....
5393	22 Pet.	1 V-1169	Troy City: Hoosick Street.....	.....	....	Troy, c.....	0.52	0.52	....	.....
5478	42	6	Grafton—Petersburg.....	Grafton	3.12	.....	....	6.34	....	.....
				Petersburg	3.22	.....	....			
5479	22	5	Raymertown—Hoosick, Part 1.....	Pittstown	6.18	.....	....	6.18	....	.....
5533	21	1, 2	Rensselaer—Defreestville.....	East Greenbush	2.01	.....	....	2.11	....	.....
				.....	....	Rensselaer, c...	0.10			

			Towns	35.98		....	35.98	....	.....
			Villages	....		1.98	1.98	....	.....
			Cities	....		1.95	1.95	....	.....
			Totals	35.98		3.93	39.91	....	.....

ROCKLAND COUNTY

COUNTY HIGHWAYS

	Petition No.								
90	22.....	Grassy Point.....	Stony Point.....	2.83	.....	....	2.83	....	.....
91[2]	23-A.....	Nyack Turnpike.....	Ramapo.....	3.90	.....	....	3.90	....	.....
593[3]	1764.....	Highland Lake—Tompkins Cove...	Stony Point.....	5.82	.....	....	5.82	....	.....
689[6]	24, 1765....	Spring Valley—Knapps Corners....	Clarkstown.....	3.53	.....	....	3.53	....	.....
690	1768.....	Monsey—Egypt Corners.....	Ramapo.....	4.25	.....	....	4.25	....	.....
728[4]	1769.....	State Line—Orangeburg.....	Orangetown.....	2.82	.....	....	2.82	....	.....
928[5]	2682.....	Knapps Corners—Nyack.....	.....	....	.....	....	.....	....	.....
1019	1767.....	Spring Valley—Mount Ivy.....	Ramapo.....	4.47	.....	....	4.47	....	.....
1295	3538.....	Nyack—Rockland Lake.....	Orangetown.....	....	Nyack, v.....	0.56	2.96	....	.....
			Clarkstown.....	1.46	Upper Nyack, v.	0.94			
1448	3723.....	Suffern—Mount Ivy.....	Ramapo.....	7.64	Suffern, v.....	0.98	8.62	....	.....
1502	3737.....	Short Clove.....	Haverstraw.....	0.24	.....	....	.....	0.24	.....
1514	3768.....	West Haverstraw—Stony Point, Pt. 2	Stony Point.....	0.42	.....	....	.....	....	0.42
			Towns	37.38	.....	....	36.72	0.24	0.42
			Villages	....	.....	2.48	2.48	....	.....
			Cities	....	.....	....	.....	....	.....
			Totals	37.38	.....	2.48	39.20	0.24	0.42

[1] Original contract cancelled. Re-let as No. 5278-A.
[2] Included in State Route No. 39-B
[3] Included in State Route No. 3.
[4] 0.08 mile included in State Route No. 3.
[5] Built as State Highway No. 5178.
[6] Included in State Route No. 39-B. Original plans 3.57 miles. Portion omitted and included in No. 5504.
* Exclusive of villages.

ROCKLAND COUNTY—Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5002	3	5	Congers—Long Clove	Clarkstown	1.61		....	1.61	....	.....
5165	3	6	Long Clove—Haverstraw	Haverstraw	....	Haverstraw, v.	1.94	2.16	....	.....
				Clarkstown	0.22		....			
5178	39-B	2	Knapps Corners—Nyack	Clarkstown	2.20		....	2.20	....	.....
5388[1]	39-B	6	Suffern Village; Hilburn Village	Ramapo	....	Suffern, v.	1.02	2.16	....	.....
				Ramapo	....	Hilburn, v	1.14			
5389	3	7	Haverstraw—West Haverstraw	Haverstraw	....	Haverstraw, v.	0.95	1.56	....	.....
				Haverstraw	....	W. Haverstraw.	0.61			
5428[1]	39-B	4	Spring Valley Village	Ramapo	....	Spring Valley, v.	1.00	1.00	....	.....
5504[2]	39-B	3	Dykes Crossing	Clarkstown	0.39		....	0.39	....	.....
5512	3	1, 3	New Jersey State L.—Nyack, Pt. 1, 3	Orangetown	2.39	Piermont, v.	1.36	.....	....	3.75
				Towns	6.81		....	6.81	....	.....
				Villages	....		8.02	4.27	....	3.75
				Cities	....		....	.....	....	.....
				Totals	6.81		8.02	11.08	....	3.75

SPECIAL HIGHWAYS.

9000	.....	Spring Valley—Suffern	Ramapo	4.31		....	4.31	....	.....
9005	.....	Coyles Corners—Short Clove	Clarkstown	7.30		....	7.30	....	.....
9006	.....	Pearl River—Nanuet	Orangetown	2.50		....	3.75	....	.....
			Clarkstown	1.25		....			
			Towns	15.36		....	15.36	....	.....

ST. LAWRENCE COUNTY

COUNTY HIGHWAYS.

	Petition No.								
521[3]	975, 1091...	Massena—Waddington, Pts. 1—4...	Louisville	8.01	.....	....	8.62	....	.....
			Massena	0.61	.....	....			
732	1068, 1073..	Ogdensburg—Canton, Part 1.....	Oswegatchie	4.17	.....	....	8.79	....	.....
			Lisbon	4.62	.....	....			
733	1063, 1068..	Ogdensburg—Canton, Part 2.....	Lisbon	2.69	.....	....	8.01	....	.....
			Canton	5.32	.....	....			
734	1053, 1055..	Potsdam—Parishville, Part 1.....	Potsdam	2.08	.....	....	5.11	....	.....
			Parishville	3.03	.....	....			
735	1056, '98, '99	Potsdam—Colton.....	Colton	1.14	.....	....	7.83	....	.....
			Pierrepont	5.04	.....	....			
			Potsdam	1.65	.....	....			
875	1112.....	Elmdale—Gouverneur.....	Gouverneur	5.71	.....	....	5.71	....	.....
876	1113.....	Brasie Corners—Elmdale.....	Macomb	3.79	.....	....	3.79	....	.....
878	1071.....	Ogdensburg—Morristown, Part 1...	Oswegatchie	6.73	.....	....	6.73	....	.....
966	1095.....	Madrid—Waddington, Part 2.....	Waddington	4.04	.....	....	4.04	....	.....
967	74.....	Norwood—Norfolk.....	Norfolk	3.35	.....	....	3.35	....	.....
968	1075, 2992..	Ogdensburg—Morristown, Part 2...	Morristown	2.57	Morristown, v..	1.49	4.06	....	.....
969	1076.....	Morristown—Hammond, Part 1....	Morristown	6.52	.....	....	6.52	....	.....
970 / 970-A[4]	1077.....	Morristown—Hammond, Part 2....	Hammond	9.33	Hammond, v...	0.93	10.26	....	.....
1031	1053.....	Potsdam—Parishville, Part 2.....	Parishville	3.99	.....	....	3.99	....	.....
1032	1059, 3176..	Potsdam—Norwood.....	Potsdam	3.82	Norwood, v....	1.28	5.37	....	.....
			Norfolk	....	Norwood, v....	0.27			
1033	V-173.....	Ogdensb'g City: Canton & State Sts.	.....	....	Ogdensburg, c..	1.00	1.00	....	.....

[1] Original contract forfeited.
[2] Grade crossing elimination.
[3] 0.60 mile included in State Route No. 32.
[4] Original contract 10.26 miles; 3.89 miles cancelled and re-let as No. 970-A.
* Exclusive of villages.

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ST. LAWRENCE COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1108	V-197.....	Potsdam Village.....	Potsdam.....	....	Potsdam, v....	2.19	2.19	....	.....
1125	V-248, 3405.	Waddington Village.....	Waddington.....	....	Waddington, v.	1.24	1.24	....	.....
1126	2852.....	Canton—Pierrepont.....	Canton.....	5.47	.....	....	7.89	....	.....
			Pierrepont.....	2.42	.....	....			
1168	1103, 1104..	Hermon—Russell.....	Hermon.....	0.89	Hermon, v.....	0.91	6.45	....	.....
			Russell.....	4.65	.....	....			
1261	3578, 1092, V-322	Massena—Helena, Part 1.....	Massena.....	5.14	Massena, v.....	0.52	5.66	....	.....
1262	1096, 1097..	Madrid—Waddington, Part 1.....	Madrid.....	5.07	.....	....	5.07	....	.....
1263	3576, 3577, V-333, 1110, 1111	Gouverneur—Edwards, Part 1.....	Gouverneur.....	1.07	Gouverneur, v..	1.38	10.85	....	.....
			Fowler.....	8.40	.....	....			
1264	1114.....	Brasie Corners—Edwardsville.....	Macomb.....	9.09	.....	....	9.09	....	.....
1265	1092, 1093, 3575	Massena—Helena, Part 2.....	Massena.....	2.86	.....	....	5.48	....	.....
			Brasher.....	2.62	.....	....			
1266	1105.....	De Kalb Junction—Hermon.....	De Kalb.....	3.09	.....	....	3.09	....	.....
1387	3636.....	Canton Village: West Main Street..	Canton.....	....	Canton, v.....	0.43	0.43	....	.....
1388	1074, 1072..	De Peyster—Ogdensburg.....	De Peyster.....	3.70	.....	....	.....	11.16	.....
			Oswegatchie.....	6.53	Heuvelton, v...	0.93			
1389	3576.....	Gouverneur—Edwards, Part 2.....	Edwards.....	4.60	.....	....	.....	4.60	.....
			Towns.....	153.81	.....	....	138.98	14.83	.....
			Villages.....	....	.....	11.57	10.64	0.93	.....
			Cities.....	....	.....	1.00	1.00	....	.....
			Totals.....	153.81	.....	12.57	150.62	15.76	.....

STATE HIGHWAYS

	Route No.	Section								
5032	30	9	Canton—Potsdam, Part 2	Potsdam	5.00			5.00	....	.....
5115[1]	30	10	Canton—Potsdam, Part 1	Potsdam	1.02			4.74	....	.....
				Canton	2.91	Canton, v.	0.81			
5116[1]	30	11	Canton—DeKalb	Canton	4.89	Canton, v.	0.56	5.45	....	.....
5283	30	12	Gouverneur—DeKalb	Gouverneur	4.63			18.91	....	.....
				DeKalb	11.52	Richville, v.	1.06			
				Canton	1.70					
5284[2]	30	1–3	Nicholville—Moira	Lawrence	8.28			8.28	....	.....
5285	30	4–7	Potsdam—Nicholville	Potsdam	2.39			14.90	....	.....
				Parishville	1.40					
				Stockholm	4.61					
				Hopkinton	6.50					
5287	30	14	County Line—Gouverneur	Rossie	1.49			5.99	....	.....
				Gouverneur	4.50					
5288	Pet. V-1071		Ogdensburg City			Ogdensburg, c.	4.57	4.57	....	.....
5308	30 / Pet. V-1072	8	Potsdam Village	Potsdam	0.26	Potsdam, v.	2.25	2.51	....	.....
5331	30 / Pet. V-1122	13	Gouverneur Village	Gouverneur	....	Gouverneur, v.	1.78	1.78	....	.....
5439	32	1	North Lawrence—Lawrenceville	Lawrence	3.63			3.63	....	.....
5467	32 / Pet. V-1167	7	Massena Village	Massena	....	Massena, v.	1.84	1.84	....	.....
5497	32	17, 18	Ogdensburg—Waddington, Part 1	Lisbon	9.79			9.79	....	.....

[1] Items for Nos. 5115 and 5116 combined and awarded as one contract.
[2] Total length 11.66 miles. Part in Franklin county.
* Exclusive of villages.

ST. LAWRENCE COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5509	32	2	Winthrop—North Lawrence	Stockholm	0.40	.....	....	5.81	....	.....
				Brasher	1.00	.....	....			
				Lawrence	4.41	.....	....			
5535	32	15, 16	Ogdensburg—Waddington, Part 2	Waddington	5.65	Waddington, v.	1.00	6.65	....	.....
5536	32	9–11	Waddington—Massena, Part 2	Louisville	7.30	.....	....	8.35	....	.....
				Massena	1.05	.....	....			
5612	32	12–14	Waddington—Massena, Part 1	Waddington	3.40	Waddington, v.	1.09	.....	9.12	.....
				Louisville	4.63	.....	....			
				Towns	102.36	.....	....	94.33	8.03	.....
				Villages	....	.....	10.39	9.30	1.09	.....
				Cities	....	.....	4.57	4.57	....	.....
				Totals	102.36	.....	14.96	108.20	9.12	.....

SARATOGA COUNTY

COUNTY HIGHWAYS

	Petition No								
12[1]	.....	Waterford	.....	....	.....	....	.....	....	.....
39[2]	77.....	Waterford—Mechanicville, Part 1	Waterford	1.51	.....	....	1.51	....	.....
58	68.....	Glens Falls—Saratoga, Part 1	Moreau	6.06	.....	....	6.06	....	.....
59	78.....	Waterford—Mechanicville, Part 2	Half Moon	5.03	.....	....	5.03	....	.....
240	242.....	Waterford—Cohoes	Waterford	1.00	.....	....	1.00	....	.....

241[3]	284.....	Saratoga—Ballston.....	Saratoga Springs...	3.67	.....	....	4.36	....	.....
			Milton.....	0.69	.....	....			
242	146.....	Saratoga—Glens Falls, Part 2.....	Wilton.....	1.25	.....	....	1.25	....	.....
243	76.....	Mechanicville—Stillwater.....	Stillwater.....	1.84	.....	....	1.84	....	.....
244[4]	285.....	Saratoga—Schuylerville.....	Saratoga.....	6.01	.....	....	6.01	....	.....
340	145.....	Saratoga—Corinth.....	Greenfield.....	7.25	.....	....	7.25	....	.....
441	565.....	Saratoga—Glens Falls, Parts 4 and 5	Wilton.....	6.00	.....	....	8.32	....	.....
			Moreau.....	2.32	.....	....			
442	553.....	Saratoga—Gansevoort, Part 1.....	Wilton.....	6.14	.....	....	6.14	....	.....
443[5]	554.....	Saratoga—Greenfield.....	Saratoga Springs...	1.78	.....	....	6.26	....	.....
	558.....	Saratoga—Schuylerville, Part 2....	Saratoga Springs...	3.76	.....	....			
	559.....	Saratoga—Glens Falls, Part 3.....	Greenfield.....	0.72	.....	....			
610	557, 633....	Mechanicville—Malta.....	Stillwater.....	3.59	.....	....	7.41	....	.....
			.....	....	Mechanicville..	0.15			
			Malta.....	3.67	.....	....			
611	560, 633....	Malta—Saratoga.....	Malta.....	4.38	.....	....	6.64	....	.....
			Saratoga Springs...	2.26	.....	....			
741	508, 2125...	Saratoga—Corinth, Part 2.....	Corinth.....	4.06	.....	....	4.06	....	.....
815	820, 1160, V-67.....	Corinth—Hadley.....	Corinth.....	2.41	Corinth, v.....	0.80	6.23	....	.....
			Hadley.....	3.02	.....	....			
816	825.....	Galway—West Galway.....	Galway.....	4.03	.....	....	.....	....	4.03
817	817.....	Scotch Church—Blue Corners.....	Charlton.....	3.57	.....	....	3.57	....	.....
818[6]	2257.....	Ballston Town Line—Scotch Church	Charlton.....	0.92	.....	....	.....	....	0.92

[1] Plans never approved by the Board of Supervisors. This number is therefore void.
[2] Original plans 1.78 miles; 0.27 mile omitted and built as No. 842.
[3] Included in State Route No. 25.
[4] 5.29 miles included in State Route No. 25.
[5] 3.76 miles (Pet. 558) included in State Route No. 25.
[6] Original plans 5.23 miles. 4.31 miles included in State Route No. 37-A and built as No. 5542.
*Exclive of villages.

SARATOGA COUNTY — Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
819[1]	820, 1160...	Ballston—Charlton Town Line.....	Milton.....	....	.....	....	.....	....	1.88
			Ballston.....	1.88	.....	....			
842	77.....	Waterford—Mechanicville, Part 1..	Waterford.....	0.27	.....	....	0.27	....	.....
941[2]	V-112.....	Mechanicville Village.....	Stillwater.....	....	.....	....	.....	....	.....
1117	2118, 2452..	Rexford Flats—Wait Corners—Groom Corners.....	Clifton Park.....	6.10	.....	....	.....	6.10	.....
1143	V-156.....	Saratoga Springs Village: South Broadway and Maple Avenue....	.....	....	Saratoga Sp., v.	1.30	1.30	....	.....
1183	3421.....	Round Lake—Maltaville.....	Malta.....	1.16	.....	....	1.16	....	.....
1345	3606.....	Mechanicville—Clifton Park.....	Half Moon.....	5.74	.....	....	.....	5.74	.....
1460	1320, 1517, 562, 3729...	Gansevoort—South Glens Falls....	Northumberland...	1.08	.....	....	.....	6.74	.....
			Moreau.....	5.52	S. Glens Falls, v.	0.14			
1461	556, 563, 3608.....	Schuylerville—Gansevoort.....	Saratoga.....	0.44	.....	....	.....	....	9.06
			Northumberland...	8.62	.....	....			
			Towns.....	117.75	.....	....	83.42	18.44	15.89
			Villages....	....	.....	2.24	2.10	0.14	.....
			Cities.....	....	.....	0.15	0.15	....	.....
			Totals.....	117.75	.....	2.39	85.67	18.58	15.89

STATE HIGHWAYS

	Route No.	Section									
5062[2]	25	13	Ballston—Ballston Lake, Part 1	Milton	....	Ballston Spa, v.	0.77	2.90	....	.....
				Ballston	1.69	Ballston Spa, v.	0.44			
5685	25	14	Ballston—Ballston Lake, Part 2	Ballston	4.51	.....	....	4.51	....	.....
5205	43	2	Stillwater—Schuylerville, Part 1	Stillwater	5.38	.....	....	5.38	....	.....
5230	43	3	Stillwater—Schuylerville, Part 2	Saratoga	6.41	Victory Mills, v.	1.11	7.52	....	.....
5277	43 Pet. V-1123	4	Schuylerville Village	Saratoga	....	Schuylerville, v.	1.03	1.03	....	.....
5281	39	1	Ballston Lake—High Mills	Ballston	1.77	.....	....	1.77	....	.....
5313	43 Pet. V-1133	1	Stillwater Village	Stillwater	....	Stillwater, v.	1.30	1.30	....	.....
5519[4]	37-B	1, 2	Malta—Ballston Spa	Malta	2.00	.....	....	3.73	....	.....
				Ballston	1.73	.....	....			
5534	37-A	2	Ballston Spa—Scotch Church, Pt. 1	Milton	1.55	.....	....	4.98	....	.....
				Ballston	2.46	Ballston Spa, v.	0.33			
				Charlton	0.64	.....	....			
5542[5]	37-A	3	Ballston Spa—Scotch Church, Pt. 2	Charlton	4.51	.....	....	4.51	....	.....
5592	37-A	1	Ballston Spa Village: High Street	Milton	....	Ballston Spa, v.	0.12	.....	....	0.24
				Ballston	....	Ballston Spa, v.	0.12			
5598	25 Pet. V-1209	2	South Glens Falls Village: Saratoga Avenue and Main Street	Moreau	....	So. Glens Falls.	1.10	.....	1.10	.....
5639[6]	25	16, 17	Ballston Lake—Crescent, Part 2	Clifton Park	2.66	.....	....	.....	....	6.37
				Half Moon	3.71	.....				
				Towns	39.02	.....	....	32.65	....	6.37
				Villages	....	.....	6.32	4.98	1.10	0.24
				Cities	....	.....	....	.....	....	.....
				Totals	39.02	.....	6.32	37.63	1.10	6.61

[1] Original plans 4.95 miles; 3.07 miles included in State Route No. 37-A and built as No. 5534. 1.33 miles of balance not on approved system.
[2] Final resolution rescinded with the approval of the Commission.
[3] Original contract for 2.75 miles omitted 0.19 mile partly at grade crossing. 0.15 mile was built under supplemental agreement.
[4] Original contract forfeited July 3, 1916.
[5] Original contract mileage 4.56, reduced through change of alignment,
[6] Not yet approved by Commission.
* Exclusive of villages.

SCHENECTADY COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1[1]	6, 55.....	Troy—Schenectady, Part 1.....	Niskayuna.....	1.40	.....	....	2.00	....	.....
			.....	....	Schenectady, c.	0.60			
70[2]	58.....	Crane Street.....	.....	....	.....	....	.....	....	.....
73[3]	89.....	Quaker Street, Part 1.....	Duanesburg.....	1.15	.....	....	1.15	....	.....
105[4]	191.....	Quaker Street, Part 2.....	Duanesburg.....	0.35	.....	....	0.35	....	.....
106	219.....	Quaker Street, Part 3.....	Duanesburg.....	0.13	.....	....	0.13	....	.....
163[5]	187.....	Broadway—Fort Hunter.....	Rotterdam.....	1.71	.....	....	1.71	....	.....
179	185.....	Schenectady—Albany.....	Rotterdam.....	1.18	.....	....	2.35	....	.....
			Niskayuna.....	1.17	.....	....			
407[1]	55, 926.....	Troy—Schenectady, Part 2.....	Niskayuna.....	3.03	.....	....	3.03	....	.....
577[6]	186, 681, 930, 993....	Schenectady—Guilderland.....	Rotterdam.....	7.06	.....	....	7.06	....	.....
640	927.....	Rotterdam Junction—Pattersonville	Rotterdam.....	3.78	.....	....	3.96	....	.....
			Princetown.....	0.18	.....	....			
641	57, 927.....	Schenectady—Rotterdam Junction..	Rotterdam.....	4.76	.....	....	4.76	....	.....
788[9]	360, 928, 998	South Schenectady—Mariaville....	Rotterdam.....	4.98	.....	....	7.20	....	.....
			Princetown.....	2.22	.....	....			
789	991.....	Mariaville—Montgomery County L.	Duanesburg.....	5.75	.....	....	5.75	....	.....
793	2460.....	Schenectady—Vischers Ferry.....	Niskayuna.....	2.34	.....	....	2.34	....	.....
880[7]	929.....	Schenectady—Duanesburg, Part 1..	Rotterdam.....	2.79	.....	....	2.79	....	.....
1028	1203.....	Esperance—Esperance Station.....	Duanesburg.....	1.37	.....	....	1.37	....	.....
1029[7]	1205, 1604..	Central Bridge—Quaker Street, Pt. 2	Duanesburg.....	4.16	.....	....	4.16	....	.....
1172	3446, V-229.	Schenectady—Thomas Corners.....	Glenville.....	1.49	.....	....	2.15	....	.....
			.....	....	Schenectady, c.	0.66			
1338	3501.....	Scotia—Saratoga County Line, Pt. 1.	Glenville.....	4.02	Scotia, v.....	0.20	4.22	....	.....
1453	3503.....	Vischers Ferry—Niskayuna.....	Niskayuna.....	1.95	.....	....	1.95	....	.....
1454	1605.....	Duanesburg—Esperance.....	Duanesburg.....	6.33	.....	....	.....	6.33	.....

1482	3509.....	Pattersonville—Scotch Church.....	Rotterdam.....	0.24	.....	....	.....	....	3.42
			Princetown.....	2.57	.....	....			
			Duanesburg.....	0.61	.....	....			
			Towns.....	66.72	.....	....	56.97	6.33	3.42
			Villages.....	....	.....	0.20	0.20	....	.....
			Cities.....	....	.....	1.26	1.26	....	.....
			Totals.....	66.72	.....	1.46	58.43	6.33	3.42

STATE HIGHWAYS

	Route No.	Section								
5030 [10]	6	4, 6	Scotia—Wyatts.....	Glenville.....	2.04	.....	....	2.04	....	.....
5110	6	5, 7	Wyatts—Hoffman.....	Glenville.....	5.36	.....	....	5.36	....	.....
5132	6 Pet.	3 V-1009	Scotia Village.....	Glenville.....	....	Scotia, v.....	1.27	1.27	....	.....
5314	39	1	Scotia—High Mills.....	Glenville.....	5.45	.....	....	5.45	....	.....
5496	39 Pet.	2 V-1197	Scotia Village: Ballston Avenue....	Glenville.....	....	Scotia, v.....	0.90	0.90	....	.....
5545 [8]	7-A	4, 5	Schenectady—Duanesburg, Part 2..	Princetown.....	3.96	.....	....	.....	5.62	.....
				Duanesburg.....	1.66	.....	....			
5551	7-A	6	Duanesburg—Quaker Street.....	Duanesburg.....	3.34	.....	....	3.34	....	.....
				Towns.....	21.81	.....	....	16.19	5.62	.....
				Villages.....	....	.....	2.17	2.17	....	.....
				Cities.....	....	.....	....	.....	....	.....
				Totals.....	21.81	.....	2.17	18.36	5.62	.....

[1] Included in State Route No. 42.
[2] Included in Schenectady city limits after plans were approved. Could not then be built under Sec. 1, Chap. 115, Laws of 1908.
[3] Original contract 1.18 miles. 155 feet at the R. R. omitted from construction.
[4] Included in State Route No. 7-A.
[5] 0.58 mile included in State Route No. 7-A.
[6] 0.06 mile included in State Route No. 6.
[7] Included in State Route No. 7-A.
[8] Original contract forfeited September 20, 1915, and re-awarded November 20, 1915, forfeited September 6, 1916, and re-awarded September 26, 1916.
[9] Original contract 7.32 miles. Due to change in alignment, actual mileage built 7.20.
[10] Original construction 2.08 miles. 0.05 mile reconstructed under Contract 5110.
* Exclusive of villages.

SCHOHARIE COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1215	3266	Central Bridge—Sloansville	Schoharie	0.73			4.16		
			Esperance	3.43					
1234	3267 V-324	Richmondville—Summit	Richmondville	0.87	Richmondville	1.27	49.8		
			Summit	2.84					
1347	3263	Gilboa—Conesville	Gilboa	1.18			4.41		
			Conesville	3.23					
1467	3527	Cobleskill—Sharon Springs, Part 2	Richmondville	1.29					5.25
			Seward	3.96					
1472	3266	Sloansville—Charleston, Part 1	Esperance	1.84					1.84
			Towns	19.37			12.28		7.09
			Villages			1.27	1.27		
			Cities						
			Totals	19.37		1.27	13.55		7.09

STATE HIGHWAYS

	Route No.	Section							
5039 [1]	7	9	West Berne—Gallupville	Wright	3.34			3.34		
5086	7	7, 8	Gallupville—Vrooman	Wright	1.82			5.02		
				Schoharie	3.20					
5195	7	6	Vrooman—Howes Cave	Schoharie	5.05			5.05		
5286 5286-A [2]	7	5	Howes Cave—Cobleskill	Cobleskill	3.85	Cobleskill, v	0.85	4.70		
5343 [3]	5	1	Grand Gorge—Stamford—Harpersfield	Gilboa	3.01			3.01		

5444	38	1	Schoharie—Middleburg	Schoharie	0.84	Schoharie, v...	1.45	5.59	....	....
				Middleburg	2.63	Middleburg, v.	0.67			
5458	7	1-3	Cobleskill—West Richmondville	Cobleskill	0.08	Cobleskill, v...	0.44	8.93	....	....
	Pet. V-1106			Richmondville	6.61	Richm'dville, v.	1.80			
5494[4]	38	1	*Schoharie Village: Main Street	Schoharie	....	Schoharie, v...	0.70	0.70	....	.....
	Pet. V-1196									
5569	38-A	4	Sharon Springs—Sharon	Sharon	4.68	Sharon Sp'gs, v.	0.11	4.79	....	.....
5577[5]	38	4, 5	Middleburg—Breakabeen	Middleburg	0.76	.....	....	.....	7.95	.....
				Fulton	7.19	.....	....			
5619	7-A	1	Central Bridge—Quaker St., Part 1	Schoharie	2.31	.....	....	2.73	....	.....
				Esperance	0.42	.....	....			
				Towns	45.79	.....	....	37.84	7.95	.....
				Villages	....	.....	6.02	6.02	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	45.79	.....	6.02	43.86	7.95	.....

SCHUYLER COUNTY

County Highways

	Petition No.									
999	2758, 3081..		Montour Falls—Alpine, Part 2	Montour	1.66	.....	....	6.68	....	.....
				Catharine	3.95	Odessa, v.....	1.07			
1005	2851.....		Tyrone—Reading	Tyrone	6.55	.....	....	6.55	....	.....

[1] Total length 3.98 miles. Part in Albany county.
[2] Original contract 4.76 miles; 0.64 mile at grade crossing cancelled. Alignment changed and 0.62 mile let as No. 5286-A.
[3] Total length 12.09 miles. Part in Delaware county.
[4] Accepted but final payment refused.
[5] Original contract forfeited October 30, 1916.
* Exclusive of villages.

SCHUYLER COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1128	3092.....	Tyrone Town Line—North Reading	Reading.....	1.04	.....	....	1.04	....	.....
1190 [9]	3414.....	Watkins—Salt Point.....	Reading.....	1.00	Watkins, v....	0.15	1.15	....	.....
1231 [1]	3515.....	Townsend—Watkins.....	Dix.....	....	Watkins, v....	....	.....	....	.....
1232	2760, V-155.	Montour Falls—Alpine, Part 1.....	Montour.....	0.17	Montour Fls., v.	0.94	1.11	....	.....
1233	2758.....	Alpine—Cayuta, Part 1.....	Catharine.....	0.02	.....	....	0.98	....	.....
	3091.....		Cayuta.....	0.96	.....	....			
1320	3286.....	Mecklenburg—Perry City.....	Hector.....	2.75	.....	....	2.75	....	.....
1420	3198.....	Bradford—Tyrone.....	Orange.....	3.01	.....	....	.....	3.01	.....
			Towns.....	21.11	.....	....	18.10	3.01	.....
			Villages....	....	.....	2.16	2.16	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	21.11	.....	2.16	20.26	3.01	.....

STATE HIGHWAYS

	Route No.	Section.								
5047	12	4	Watkins—Montour Falls.....	Dix.....	0.61	Montour Fls., v.	0.66	1.64	....	.....
				Montour.....	....	Montour Fls., v.	0.37			
5160	12	3	Montour Falls.....	Montour.....	0.17	Montour Fls., v.	1.39	1.56	....	.....
	Pet. 1040									
5208 [2]	12	1	Horseheads—Montour Falls.....	Montour.....	3.18	.....	....	3.18	....	.....
5295 [3]	45	1	Watkins—Bennettsburg.....	Dix.....	....	Watkins, v....	1.14	4.38	....	0.77
	46	5		Hector.....	2.75	Burdett, v.....	1.26			
5334 [4] 5334-A	12	7, 9, 10	Watkins—Yates County Line.....	Reading.....	7.44	.....	....	.....	7.44	.....

5335	12 Pet. V-1103	5, 6	Watkins Village; Franklin Street...	Dix.....	....	Watkins, v.....	1.08	1.75	....	.....
				Reading.....	....	Watkins, v.....	0.67			
5432[5] 5432-A	39-A	1	Horseheads—Cayuta.....	Cayuta.....	1.12	.....	....	.....	1.12	.....
5474[6] 5474-A	39-A	2	Cayuta—Newfield.....	Cayuta.....	1.31	.....	....	1.31	....	.....
5557	46	3-4	Townsend—Watkins.....	Dix.....	5.61	Watkins, v....	0.42	.....	6.03	.....
5575[7]	46	8	Perry City—Trumansburg.....	Hector.....	0.80	.....	....	.....	0.80	.....
				Towns.....	22.99	.....	....	7.25	14.97	0.77
				Villages....	....	.....	6.99	6.57	0.42	.....
				Cities.....	....	.....	....	.....	....	.....
				Totals.....	22.99	.....	6.99	13.82	15.39	0.77

SENECA COUNTY

COUNTY HIGHWAYS

	Petition No.									
273	518-K.....		Seneca River, North Side.....	Seneca Falls.....	1.30	.....	....	1.30	....	.....
320[8]	518 A.....		Reservation Road—Fayette.....	Seneca Falls.....	1.21	.....	....	5.74	....	.....
				Fayette.....	4.53	.....	....			
321[8]	518-B.....		Reservation Road—Varick	Varick.....	4.11	.....	....	4.32	....	.....
				Fayette.....	0.18	.....	....			
				Romulus.....	0.03	.....	....			

[1] Original plans 6.01 miles. Included in State Route No. 46 and built as No. 5557.
[2] Part in Chemung county. Original contract 3.19 miles in Schuyler county; 1.46 miles cancelled.
[3] Original contract 5.15 miles; 0.77 mile in town of Hector cancelled.
[4] Total length 7.85 miles. 0.41 mile in Yates county. Original contract for 7.17 miles in Schuyler county cancelled; 0.27 mile added and contract re-let as No. 5334-A.
[5] Total length 8.98 miles. 0.41 mile in Chemung county. Cancelled and re-let as No. 5432-A, the contract for which was forfeited.
[6] Total length 7.60 miles. 6.29 miles in Tompkins county. Cancelled and re-let as No. 5474-A.
[7] Total length 4.12 miles. 3.32 miles in Tompkins county.
[8] Included in State Route No. 36.
[9] Increase in length due to pavement being carried over bridge.
* Exclusive of villages.

SENECA COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
322	518-C	Reservation Road—Romulus	Romulus	2.45		....	.....	....	2.45
323	518-D	Reservation Road—Ovid	Ovid	2.88		....	3.86	....	.....
			Lodi	0.98		....			
324	518-E	Center Road—Fayette, Part 1	Fayette	3.20		....	3.20	....	.....
325	518-F	Center Road—Fayette, Part 2	Fayette	2.95		....	2.95	....	.....
326	518-G	Center Road—Varick	Varick	3.95		....	4.04	....	.....
			Fayette	0.09		....			
327[1]	518-H, 518-J	Center Road—Romulus				....	.....	....	.....
944	V-72	Seneca Falls Village	Seneca Falls	....	Seneca Falls, v.	0.72	0.72	....	.....
1211	3476, V-316.	Waterloo Village	Fayette	....	Waterloo, v.	0.27	1.43	....	.....
			Waterloo	....	Waterloo, v.	1.16			
1211-A	V-316-A, 3476	Waterloo Village	Waterloo	....	Waterloo, v.	0.05	0.05	....	.....
1399	V-162	Waterloo Village: Fayette Street	Fayette	....	Waterloo, v.	0.24	0.24	....	.....
1400	654, 655, 3101	Waterloo—Burns Corner	Waterloo	4.11	Waterloo, v.	0.02	.....	4.89	.....
			Junius	0.76		....			
1401	795-F	Willard—Ovid	Romulus	1.12		....	.....	2.13	.....
			Ovid	0.78	Ovid, v.	0.23			
1416	796-A	Seneca Falls—Clyde, Part 1	Seneca Falls	1.97		....	2.63	....	.....
			Tyre	0.66		....			
			Towns	37.26		....	28.04	6.77	2.45
			Villages	....		2.69	2.44	0.25	.....
			Cities	....		....	.....	....	.....
			Totals	37.26		2.69	30.48	7.02	2.45

	Route No.	Section									
5042[2]	6	1	Auburn—Seneca Falls	Seneca Falls	1.10		....	3.00	....	.....
				Tyre	1.90		....			
5087	6	5, 6	Geneva—Waterloo	Waterloo	1.40		....	5.91	....	.....
				Fayette	4.28	Waterloo, v.	0.23			
5100	6 36 Pet. V-1041	2 10	Seneca Falls Village	Seneca Falls	1.12	Seneca Falls, v.	2.29	3.41	....	.....
5282	36 Pet. V-1115	5, 6	Ovid—Romulus	Ovid	....	Ovid, v.	0.80	6.88	....	.....
				Romulus	5.66		....			
				Varick	0.42		....			
5446	36 Pet. V-1096	1, 2	Interlaken—Trumansburg	Covert	5.80	Interlaken, v.	0.70	6.50	....	.....
5589	45 Pet. V-1163	3–4	Lodi—Interlaken	Lodi	2.98		....	5.01	....	.....
				Covert	1.63	Interlaken, v.	0.40			
				Towns	26.29		....	26.29	....	.....
				Villages	....		4.42	4.42	....	.....
				Cities	....		....	.....	....	.....
				Totals	26.29		4.42	30.71	....	.....

[1] Included in State Route No. 36 and built as No. 5282.
[2] Part in Cayuga county. Total length 3.33 miles. Original contract cancelled.
* Exclusive of villages.

STEUBEN COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
742[1]	607.....	Big Flats—Gibson.....	Corning.....	4.33	.....	....	4.33	....	.....
754[2]	606.....	Bath—Savona.....	Bath.....	1.45	.....	....	1.45	....	.....
850	931.....	Caton—Corning.....	Corning.....	3.17	.....	....	6.13	....	.....
			Caton.....	2.96	.....	....			
903	2857, 2924..	Thurston—Campbell, Part 2.....	Campbell.....	2.07	.....	....	2.07	....	.....
904	2877, 2926..	Atlanta—North Cohocton.....	Cohocton.....	1.64	.....	....	1.64	....	.....
905	2847.....	Troupsburg Center—So. Troupsburg	Troupsburg.....	3.90	.....	....	3.90	....	.....
906	2876, 2880..	Big Creek, Parts 1 and 2.....	Hornellsville.....	1.22	.....	....	5.98	....	.....
			Freemont.....	4.76	.....	....			
907	2878, 2923..	Big Creek, Part 4.....	Avoca.....	4.13	.....	....	4.13	....	.....
1000 1000-A[3]	2879.....	Big Creek, Part 3.....	Howard.....	6.95	.....	....	6.95	....	.....
1101	3102, 2936..	Risingville—Campbell, Part 1.....	Thurston.....	5.21	.....	....	5.21	....	.....
1102	2937, 2938 3237, 3238	Savona—Bradford.....	Bath.....	4.03	Savona, v.....	0.59	9.09	....	.....
			Bradford.....	4.47	.....	....			
1103	2933, 2934..	Hartsville—Canisteo.....	Hartsville.....	4.93	.....	....	.....	....	5.58
			Canisteo.....	0.65	.....	....			
1104	V-226, 953, 3108.....	Cohocton—Wayland, Part 1	Cohocton.....	1.92	Cohocton, v...	1.52	4.09	....	.....
			Wayland.....	0.65	.....	....			
1200	953.....	Cohocton—Wayland, Part 2	Wayland.....	3.38	.....	....	3.38	....	.....
1292	953.....	Wayland—Dansville, Part 1.....	Wayland.....	3.42	.....	....	3.42	....	.....
1474	951, (32)...	Kanona—Prattsburg, Part 2.....	Wheeler.....	2.92	.....	....	.....	4.99	.....
			Prattsburg.....	2.07	.....	....			

1475	3105, 3106..	Corning—Hornby	Corning	1.62	.....	....	.....	6.00	.....
			Hornby	4.38	.....	....			
1476	3306.....	Seely Creek—Caton, Part 2	Caton	4.00	.....	....	.....	4.00	.....
1477	953, V-373, 3659, 3738..	Wayland Village	Wayland	1.10	Wayland, v....	1.73	2.83	....	.....
			Towns	81.33	.....	....	60.76	14.99	5.58
			Villages	....	.....	3.84	3.84	....	.....
			Cities	....	.....	....	.....	....	.....
			Totals	81.33	.....	3.84	64.60	14.99	5.58

STATE HIGHWAYS

	Route No.	Section								
5026[4]	4	3, 4	Corning—Painted Post	Corning	0.51	.....	....	3.49	....	.....
				Erwin	2.48	Painted Post, v.	0.50			
5094	4	5	Painted Post—Addison, Part 2	Erwin	2.49	.....	....	2.49	....	.....
5130[5]	15	2	Hornell—Big Creek	.....	....	Hornell, c	0.05	1.06	....	.....
				Hornellsville	1.01	.....	....			
5204	14	11, 12	Bath—Avoca	Bath	3.48	.....	....	6.37	....	.....
				Avoca	2.89	.....	....			
5211	14	1–3	Painted Post—Campbell	Erwin	3.06	Painted Post, v.	0.45	8.02	....	.....
				Campbell	4.51	.....	....			
5212	4	14	Hornell—Canisteo	Hornellsville	2.87	.....	....	3.94	....	.....
				Canisteo	0.83	Canisteo, v....	0.24			

[1] Included in State Route No. 4.
[2] Included in State Route No. 14.
[3] Original contract cancelled. Re-let as No. 1000-A.
[4] Original contract for 3.56 miles included bridges, etc., which were not paved.
[5] Original contract 1.16 miles. 0.10 mile in Hornell omitted from construction and built as No. 5353.
* Exclusive of villages.

STEUBEN COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5224	14	4–6	Campbell—Bath	Campbell	3.19	.....	....	9.43	....	.....
				Bath	4.13	Savona, v.	2.11			
5253				Jasper	3.08	.....	....			
5253-A				Woodhull	7.84	Woodhull, v.	0.71			
5253-B	[1] 4	9–11	Jasper—Addison	Tuscarora	4.85	.....	....	17.07	....	.....
5253-C				Addison	0.59	.....	....			
5253-D										
5253-E										
5254	15	3	Hornell—Arkport	Hornellsville	3.38	Arkport, v.	0.54	3.92	....	.....
5255 [2]	4	18	Almond—Hornell	Hornellsville	3.85	.....	....	3.85	....	.....
5342 [3]	4 Pet. V-1145	17	Hornell City: Cemetery Hill	.....	....	Hornell, c.	0.56	0.56	....	.....
5348				Canisteo	6.88	Canisteo, v.	0.69			
5348-A	[4] 4 Pet. V-1063	12, 13	Canisteo—Jasper	Jasper	5.25	.....	....	12.82	....	.....
5348-B										
5349 [5]	4 Pet. V-1111	6–8	Painted Post—Addison, Part 3	Erwin	2.20	.....	....	5.26	....	.....
5349-A	Pet. V-1116			Addison	0.99	Addison, v.	2.07			
5350	14 Pet. V-1134	8–10	Bath Village	Bath	....	Bath, v.	1.89	1.89	....	.....
5351	14	13	Avoca Village	Avoca	....	Avoca, v.	1.50	1.50	....	.....
5352				Hornellsville	0.46	Arkport, v.	0.18			
5352-A	[6] 15	4, 5	Arkport—Dansville	Dansville	9.73	.....	....	10.37	....	.....
5352-B										

5353	15 4	1 15	Hornell City: Canisteo Street			Hornell, c	0.23	0.23		
5401	4 Pet. V-1088	2	Corning City: East Market and West Pulteney Streets			Corning, c	0.85	0.85		
5495	13	3	Bath—Hammondsport, Part 2	Urbana	2.70	Hammondsport	0.78	3.48		
5517	13	1, 2	Bath—Hammondsport, Part 1	Bath Urbana	1.43 1.98	Bath, v	0.86	4.27		
5532[7]	15	3-A	Arkport—Van Scoters Corners	Hornellsville Dansville	0.54 1.40	Arkport, v	0.73	2.67		
5537	4-B Pet. V-1146	1	Canisteo—Whitesville, Part 1	Canisteo	0.94	Canisteo, v	0.78	1.72		
5564	14	14, 16	Avoca—Wallace—Cohocton	Avoca Cohocton	4.13 1.77	Cohocton, v	1.41	7.31		
5611	14	17, 18	Cohocton—Naples, Part 1	Cohocton	5.76				5.76	
				Towns	101.20			95.44	5.76	
				Villages			15.44	15.44		
				Cities			1.69	1.69		
				Totals	101.20		17.13	112.57	5.76	

[1] Original contract for 17.07 miles cancelled; 6.99 miles, let as No. 5253-A, cancelled and re-let as No. 5253-D; 5.71 miles re-let as No. 5253-B, of which 5.50 miles were cancelled and re-let as No. 5253-E; 4.37 miles re-let as No. 5253-C.

[3] Contract closed by special agreement. Top course built by Division Engineer.

[4] Original contract 0.61 mile. Portion re-located, thus reducing length.

[4] Original contract 12.82 miles; 7.85 miles cancelled, of which 1.22 miles were re-let as No. 5348-A and 6.63 miles as No. 5348-B.

[5] Original contract for 4.98 miles; omitted 0.27 mile in Erwin. 1.87 miles in Erwin cancelled, combined with the 0.27 mile, and let as No. 5349-A.

[6] Original contract 10.39 miles; 5.86 miles cancelled, of which 4.30 miles in Dansville, 0.47 mile in Hornellsville and 0.18 mile in Arkport village were re-let as No. 5352-A and 0.91 mile in Dansville re-let as No. 5352-B.

[7] Total length 5.25 miles, part in Allegany county.

* Exclusive of villages.

SUFFOLK COUNTY

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	* Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
289[1]	277.....	Crescent Avenue.....	.....	....	.....	....	.....	....	.....
693[2]	2141.....	Amityville—Babylon.....	Babylon.....	3.82	.....	....	3.82	....	.....
694[3]	2153.....	Quogue—Riverhead.....	Southampton.....	7.65	.....	....	7.65	....	.....
743[2]	2161.....	Babylon—Bay Shore.....	Islip.....	4.08	.....	....	4.08	....	.....
794[3]	2149, 2665..	Huntington—Amityville, Part 1....	Huntington.....	10.10	.....	....	10.10	....	.....
846	2154.....	Sag Harbor—Easthampton.....	Easthampton.....	5.28	.....	....	5.28	....	.....
910	2160.....	Shelter Island, Part 1.....	Shelter Island.....	3.86	.....	....	3.86	....	.....
911	2885.....	Sag Harbor—North Haven.....	Southampton.....	3.04	.....	....	3.04	....	.....
912[4]	2859.....	Port Jefferson—Coram.....	Brookhaven.....	6.69	.....	....	6.69	....	.....
1018	2860.....	Coram—Patchogue.....	Brookhaven.....	6.79	.....	....	6.79	....	.....
1048, 1048-A[5]	2845.....	Smithtown—Fort Salonga, Part 1...	Smithtown.....	3.87	.....	....	3.87	....	.....
1206	V-267, 3475.	Sag Harbor Village.....	Easthampton.....	....	Sag Harbor, v..	1.24	1.56	....	.....
			Southampton.....	....	Sag Harbor, v..	0.32			
1208	3010, 3011..	East Islip—Smithtown Branch.....	Islip.....	7.24	.....	....	.....	9.57	.....
			Smithtown.....	2.33	.....	....			
1218	2142..... 3510.....	Huntington Town Line—Farmingdale, Part 1.....	Babylon.....	1.27	.....	....	1.27	....	.....
1219	2142.....	Huntington—Amityville, Part 2....	Babylon.....	4.69	.....	....	4.69	....	.....
1274	2152, 3352..	Quogue—Southampton.....	Southampton.....	10.50	.....	....	.....	10.50	.....
1291	2845.....	Smithtown—Fort Salonga, Part 2...	Smithtown.....	3.25	.....	....	3.25	....	.....
1495	3352.....	Bridgehampton—Devon.....	Southampton.....	2.91	.....	....	.....	....	11.58
			Easthampton.....	8.67	.....	....			

					Towns	96.04		....	64.39	20.07	11.58
					Villages	....		1.56	1.56	....	.....
					Cities	....		....	.....	....	.....
					Totals	96.04		1.56	65.95	20.07	11.58
STATE HIGHWAYS											
	Route No.	Section									
5008	35	1	Jericho Turnpike	Huntington		3.55		....	3.55	....	.....
5111[6]	35	2	Jericho Turnpike, Part 2	Huntington		5.02		....	5.02	....	.....
5112[6]	35	3	Jericho Turnpike, Part 3	Huntington		0.39		....	4.99	....	.....
				Smithtown		4.60		....			
5232 } [7] 5232-A }	35	4, 5	Smithtown—Port Jefferson	Smithtown		5.60		....	11.58	....	.....
				Brookhaven		5.98		....			
5299	35 Pet. V-1059	22	Babylon Village	Babylon		....	Babylon	1.32	1.32	....	.....
5300	35 Pet. V-1049	24	Amityville Village	Babylon		....	Amityville, V.	1.04	1.04	....	.....
5301[8]	35	19, 20	Bay Shore—Brookhaven Town Line	Islip		12.86		....	12.86	....	.....
5488	35	16, 18	Patchogue—Moriches	Brookhaven		11.71	Bellport, V.	1.18	12.89	....	.....
					Towns	49.71		....	49.71	....	.....
					Villages	....		3.54	3.54	....	.....
					Cities	....		....	.....	....	.....
					Totals	49.71		3.54	53.25	....	.....

[1] United States government appropriated adjacent property thus voiding this number.
[2] Included in State Route No. 35.
[3] 3.04 miles included in State Route No. 35.
[4] 1.40 miles included in State Route No. 35.
[5] Accepted in 1913. Acceptance rescinded in 1915. 1048-A awaiting court decision.
[6] Items for Nos. 5111 and 5112 combined and let as one contract.
[7] Original contract cancelled. Re-let as No. 5232-A.
[8] Original contract for 12.92 miles cancelled. Plans were changed to 12.86 miles and re-let.
[9] Original contract 10.14 miles. 9.99 miles constructed by State and 0.11 mile by railroad.
* Exclusive of villages.

SULLIVAN COUNTY

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
699	1230.....	Liberty—Jeffersonville, Part 1.....	Liberty.....	6.57	.....	....	6.57	....	.....
700	1211.....	Liberty—Jeffersonville, Part 2.....	Callicoon.....	5.14	.....	....	5.14	....	.....
795	1216, 2500..	Jeffersonville—Kenoza Lake—Fosterdale.....	Delaware.....	5.26	.....	....	6.20	....	.....
			Cochecton.....	0.94	.....	....			
823	1216, 2528..	Falls Mills—Callicoon.....	Delaware.....	4.83	.....	....	4.83	....	.....
824	1216.....	Stone Bridge—Falls Mills.....	Delaware.....	3.34	.....	....	3.34	....	.....
890	1241.....	Monticello—Mongaup Valley.....	Thompson.....	4.37	.....	....	4.37	....	.....
986[1]	2516.....	Fosterdale—Mongaup Valley.....	Cochecton.....	2.53	.....	....	.....	10.97	.....
			Bethel.....	8.44	.....	....			
1463	1221.....	Liberty—Woodbourne, Part 2.....	Fallsburg.....	5.63	.....	....	.....	5.63	.....
1478	2527.....	Forestburg—Orange County Line...	Forestburg.....	4.01	.....	....	.....	4.01	.....
1483	3730.....	Mongaup—Pond Eddy.....	Lumberland.....	5.69	.....	....	.....	....	5.69
			Towns.....	56.75	.....	....	30.45	20.61	5.69
			Villages....	....	.....	....	.....	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	56.75	.....	....	30.45	20.61	5.69

STATE HIGHWAYS

	Route No.	Section							
5035	4	8	Monticello—Liberty, Part 1.....	Thompson.....	2.48	.....	....	2.48	....	.....
5223[2]	4	12	Liberty—County Line, Part 1.....	Liberty.....	5.52	.....	....	8.54	....	.....
				Rockland.....	3.02	.....	....			
5234, 5234-A[3]	4	13, 14	Liberty—County Line, Part 2.....	Rockland.....	8.44	.....	....	8.44	....	.....

5296	4 Pet. V-1127	11	Liberty Village	Liberty	....	Liberty, v.	1.37	1.37	....	.....
5322	4	9, 10	Monticello—Liberty, Part 2	Thompson	4.16	.....	....	8.45	....	.....
				Liberty	4.29	.....	....			
5457	4	4, 6	Bloomingburg—Monticello, Part 2	Mamakating	0.47	.....	....	6.48	....	.....
				Thompson	6.01	.....	....			
5457-A [4]	4	5	Bloomingburg—Monticello, Part 2	Thompson	0.72	.....	....	0.72	....	.....
5490	4 Pet. V-1194	7	Monticello Village: Broadway and Jefferson Street	Thompson	....	Monticello, v.	1.56	1.56	....	.....
5510	4	1, 3	Bloomingburg—Monticello, Part 1	Mamakating	6.93	Wurtsboro, v.	1.25	.....	8.18	.....
5510-A [5]	4	2	Bloomingburg—Monticello, Part 1	Mamakating	0.43	.....	....	.....	0.43	.....
				Towns	42.47	.....	....	35.11	7.36	.....
				Villages	....	.....	4.18	2.93	1.25	.....
				Cities	....	.....	....	.....	....	.....
				Totals	42.47	.....	4.18	38.04	8.61	.....

TIOGA COUNTY

County Highways

	Petition No.									
845	2638		Spencer—Candor, Part 1	Spencer	4.01	.....	....	4.01	....	.....
927	2637, 2888	2848,	Owego—Newark Valley	Owego	5.16	.....	....	7.39	....	.....
				Newark Valley	2.23	.....	....			

[1] Original contract forfeited January 23, 1915. Re-awarded February 23, 1915 and forfeited May 31, 1916. Re-awarded August 23, 1916.
[2] Original contract declared forfeited by Commission. Courts ordered acceptance.
[3] Original contract forfeited July 10, 1914. Re-let March 29, 1915. Cancelled April 6, 1916 and being completed as No. 5234-A.
[4] Portion omitted from original plans for No. 5457.
[5] Portion omitted from original plans for No. 5510.
* Exclusive of villages.

TIOGA COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1076	3016, 2636..	Newark Valley—Berkshire, Part 2..	Berkshire.....	4.29	.....	....	4.29	....	.....
1077	2925.....	Newark Valley—Berkshire, Part 1..	Newark Valley.....	3.20	Newark Val., v.	1.52	4.72	....	.....
1078	2969, 3722..	Waverly—Lockwood.....	Barton.....	5.74	Waverly, v....	0.26	.....	6.00	.....
1079	2922.....	Spencer—Candor, Part 2.....	Candor.....	3.97	Candor, v.....	0.10	4.07	....	.....
1452	3026, 3584..	Richford—Harford Mills.....	Richford.....	5.50	.....	....	.....	5.50	.....
			Towns.....	34.10	.....	....	22.86	11.24	.....
			Villages....	....	.....	1.88	1.62	0.26	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	34.10	.....	1.88	24.48	11.50	.....

STATE HIGHWAYS

	Route No.	Section								
5049	4	10	Waverly—Owego, Part 1.....	Barton.....	2.28	Waverly, v....	0.28	2.56	....	.....
5168	4	9	Waverly—Owego, Part 2.....	Barton.....	3.54	.....	....	5.34	....	.....
				Tioga.....	1.80	.....	....			
5215[1]	4	1	Owego—Binghamton.....	Owego.....	9.23	Owego, v.....	0.72	9.95	....	.....
5257	4 Pet. V-1081	8	Waverly—Owego, Part 3.....	Tioga.....	8.92	.....	....	9.71	....	.....
				Owego.....	....	Owego, v.....	0.79			
5289[2]	4	12	Lowman—Waverly, Part 3.....	Barton.....	0.33	Waverly, v.....	0.64	0.97	....	.....
5333	4 Pet. V-1114	11	Waverly Village.....	Barton.....	....	Waverly, v....	1.28	1.28	....	.....
5420	36 Pet. V-1187	1–3	Owego—Candor, Part 1.....	Owego.....	0.52	Owego, v.....	1.11	1.63	....	.....

5429[5]	4	9	Swartwood Crossing	Barton	0.66		....	0.66	....	.....
5471	36	4-6	Owego—Candor, Part 2	Tioga	2.55		....	9.08	....	.....
				Candor	5.35	Candor, v	1.18			
				Towns	35.18		....	35.18	....	.....
				Villages	....		6.00	6.00	....	.....
				Cities	....		....	.....	....	.....
				Totals	35.18		6.00	41.18	....	.....

TOMPKINS COUNTY

COUNTY HIGHWAYS

	Petition No.								
72	141	Catskill Turnpike, Part 1	Ithaca	1.87		....	1.87	....	.....
336[3]	575	Cayuga Heights	Lansing	1.60		....	3.17	....	.....
			Ithaca	0.79	Cayuga Hts, v.	0.78			
338	271	Catskill Turnpike, Part 2	Dryden	1.38		....	1.38	....	.....
454[4]	891, 989	Ithaca	Ithaca	3.66		....	3.66	....	.....
455	1000, 1495	Wyckoff	Ithaca	....	Cayuga Hts, v.	0.34	0.34	....	.....
483	1030	Catskill Turnpike, Part 3	Dryden	0.73		....	4.44	....	.....
			Caroline	3.71		....			
606	2127, 2129	Cayuga Heights—Hanshaw's Cor's.	Ithaca	1.62	Cayuga Hts, v.	0.50	2.12	....	.....

[1] Part in Broome county. Total length 10.72 miles.
[2] Part in Chemung county. Total length 3.65 miles.
[3] Included in State Route No. 11.
[4] 3.06 miles included in State Route No. 9.
[5] Original contract 0.44 mile. Portion (0.22 mile) over railroad crossing built by special agreement.
* Exclusive of villages.

TOMPKINS COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction.	Miles approved and awaiting contract
616[1]	1422, 1496..	Trumansburg—Ithaca	Ulysses	6.03			8.66	....	.....
			Ithaca	2.63					
681[2]	1489.....	Ithaca—Dryden, Part 1	Ithaca	1.60			4.72	....	.....
			Dryden	3.12					
682	1489.....	Ithaca—Dryden, Part 2	Dryden	3.95		....	3.95	....	.....
683	1489.....	Dryden—Cortland, Part 1	Dryden	3.57		....	3.57	....	.....
926	1491.....	Freeville—Groton	Dryden	2.13			4.49	....	.....
			Groton	2.36					
1001	1498, 1690..	Enfield Center—Ithaca	Enfield	4.17			6.45	....	.....
			Ithaca	2.28					
1002[3]	3017.....	Groton Village	Groton	....	Groton, v	0.37	2.52	....	.....
	3018.....	Freeville Village	Dryden	0.23	Freeville, v	0.61			
	3019.....	Dryden Village	Dryden	....	Dryden, v	1.31			
1003	1499.....	Mitchell Street—East Town Line	Ithaca	1.17		....	1.17	....	.....
1003-A[4]	1499.....	Mitchell Street—East Town Line	Ithaca	0.20		....	0.20	....	.....
1004	1202, 1680..	Cooks Corners—Brookton	Dryden	0.40			4.58	....	.....
			Caroline	2.00					
	1201.....	Slaterville Springs—Caroline	Caroline	2.18					
1188	1431, V-299.	Groton—Cayuga County Line	Groton	1.92	Groton, v	0.85	2.77	....	.....
1189	1691, 2533..	Enfield Falls—Enfield Center	Ithaca	1.40			.....	6.34	.....
			Enfield	4.94					
1330	1687.....	Ithaca—Esty Glen	Ithaca	1.00			2.48	....	.....
			Lansing	1.48					

1431	1984, 1678, 1201	Brookton—Speedsville, Part 1, & Slatersville Springs — Caroline, Part 2	Caroline	3.38		....	.....	3.38	.....
1432	1487	West Danby—West Danby Station.	Danby	0.43		....	0.43	....	.....
1433	V-353, 3718, 2515	Cortland—Groton, Parts 3 & 4....	Groton	5.40	Groton, v.....	0.46	.....	5.86	.....
1434	V-347, 3719	Ithaca City: Mitchell Street.....	.....	....	Ithaca, c.....	0.61	0.61	....	.....
			Towns.....	73.33	.....	....	58.21	15.12	.....
			Villages....	....	.....	5.22	4.76	0.46	.....
			Cities.....	....	.....	0.61	0.61	....	.....
			Totals.....	73.33	.....	5.83	63.58	15.58	.....

STATE HIGHWAYS

	Route No.	Section							
5043	36	4	Ithaca—Danby, Part 1.....	Ithaca.....	2.59	.....	....	2.59	....	.....
5122	36	3	Ithaca—Danby, Part 2.....	Danby.....	3.24	.....	....	3.24	....	.....
5190	36	7	Ithaca—Trumansburg.....	.....	....	Ithaca, c.....	1.06	1.06	....	.....
5206	36, Pet.	9, V-1060	Trumansburg Village.....	Ulysses.....	0.14	Trumansburg, v	1.40	1.54	....	.....
5213	36	1, 2	Ithaca—Danby, Part 3.....	Danby.....	4.34	.....	....	4.34	....	.....
5214	39-A, 9	3, 3	Ithaca—Newfield.....	Ithaca.....	0.94	.....	....	5.09	....	.....
				Newfield.....	2.62	Newfield, v....	1.53			
5225	9	9	Varna Crossing.....	Dryden.....	0.53	.....	....	0.53	....	.....
5256	11	4	Esty Glen—South Lansing.....	Lansing.....	3.10	.....	....	3.10	....	.....
5294	9	10, 11	Etna—Freeville—Dryden.....	Dryden.....	5.31	Freeville, v.....	1.38	6.69	....	.....

[1] Included in State Route No. 36.
[2] Included in State Route No. 9. Original contract 3.63 miles in Dryden. 0.51 mile omitted from construction and included in No. 5225.
[3] 0.53 mile included in State Route No. 9.
[4] Portion at grade crossing omitted from contract for No. 1003.
* Exclusive of villages.

TOMPKINS COUNTY — Concluded

STATE HIGHWAYS.

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5379	9	2	Ithaca—West Danby, Part 1	Ithaca	0.18	.....	....	3.22	....	.....
				Newfield	3.04	.....	....			
5474[1] 5474-A	39-A	1, 2	Cayuta—Newfield	Newfield	6.29	.....	....	6.29	....	.....
5567	9	1-A 2-A	Ithaca—West Danby, Part 2	Newfield	1.09	.....	....	3.05	....	.....
				Danby	1.96	.....	....			
5575[2]	46	1	Perry City—Trumansburg	Ulysses	2.71	Trumansburg,v.	0.61	.....	3.32	.....
5627	11	5	South Lansing—Myers	Lansing	2.46	.....	....	.....	....	2.46
				Towns	40.54	.....	....	35.37	2.71	2.46
				Villages	....	.....	4.92	4.31	0.61	.....
				Cities	....	.....	1.06	1.06	....	.....
				Towns	40.54	.....	5.98	40.74	3.32	2.46

ULSTER COUNTY

COUNTY HIGHWAYS

	Petition No.									
16[3]	65-A	Ulster—Delaware, Part 1	Shandaken	5.66	.....	....	5.66	....	.....
31[4]	65	Ulster—Delaware, Part 3	Shandaken	5.72	.....	....	5.72	....	.....
37[5]	116-A	Saugerties—Woodstock, Part 1	Woodstock	4.00	.....	....	4.00	....	.....
38	116-A	Saugerties—Woodstock, Part 2	Saugerties	4.90	.....	....	4.90	....	.....
116[12]	118	Kingston—Rifton	Ulster	0.84	.....	....	4.98	....	.....
			Esopus	4.14	.....	....			
117[4]	65	Ulster—Delaware, Part 2	Shandaken	5.09	.....	....	5.09	....	.....

118[6]	131.....	Shandaken—Hurley, Part 1.....	Olive.....	1.54	.....	....	1.54	....	.....
141	130, 474....	Kingston—Ellenville, Part 3.....	Wawarsing.....	6.78	.....	....	6.78	....	.....
142	287.....	Saugerties—Woodstock, Part 3.....	Saugerties.....	2.85	.....	....	2.85	....	.....
228[7]	113.....	Saugerties—Kingston.....	Saugerties.....	3.58	.....	....	5.66	....	.....
			Ulster.....	2.08	.....	....			
229	115.....	Kingston—High Falls.....	Ulster.....	1.79	.....	....	6.88	....	.....
			Rosendale.....	5.09	.....	....			
230	132.....	Kingston—Ellenville, Part 1.....	Marbletown.....	8.27	.....	....	8.27	....	.....
231[7]	338.....	Post, Part 1.....	Lloyd.....	7.08	.....	....	7.08	....	.....
305	143.....	Kingston—Ellenville, Part 2.....	Rochester.....	7.25	.....	....	7.25	....	.....
306	144, 321....	Kingston—Ulster Landing.....	Ulster.....	5.56	.....	....	5.56	....	.....
307	253, 413....	Plattekill—Modena.....	Plattekill.....	7.16	.....	....	7.16	....	.....
308	322, 479....	New Paltz—Rifton.....	New Paltz.....	3.28	.....	....	4.16	....	.....
			Esopus.....	0.88	.....	....			
309[8]	286.....	Post, Part 2.....	.....	....	.....	....	.....	....	.....
310[9]	417.....	Old Post Road.....	Esopus.....	4.25	.....	....	4.25	....	.....
311[10]	417.....	Post, Part 4.....	Esopus.....	....	.....	....	.....	....	.....
349[11]	416.....	Saugerties—Catskill.....	.....	....	.....	....	.....	....	.....
350	423, 424, 473, 482.....	Highland—Gardner, Part 1.....	Plattekill.....	2.26	.....	....	7.26	....	.....
			Lloyd.....	4.18	.....	....			
			Marlboro.....	0.82	.....	....			

[1] Part in Schuyler county. Cancelled and re-let as No. 5474-A.
[2] Total length 4.12 miles. Part in Schuyler county.
[3] 5.45 miles included in State Route No. 5.
[4] Included in State Route No. 5.
[5] 2.39 miles included in State Route No. 5.
[6] Original construction 4.00 miles. 2.46 miles taken over by New York city for the Ashokan reservoir.
[7] Included in State Route No. 3.
[8] Included in State Route No. 3 and built as Nos. 5001, 5114 and 5176.
[9] 3.84 miles included in State Route No. 3.
[10] Included in State Route No. 3. To be built as No. 5508.
[11] Included in State Route No. 3. Built as No. 5169.
[12] Contract divided and portion (116-B) built by town board of Ulster township. 116-A built by town board of Esopus.
* Exclusive of villages.

ULSTER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
351	433, 480....	Highland—Gardiner, Part 2	Plattekill.....	3.24	.....	....	7.80	....	.....
			Gardiner.....	4.56	.....	....			
352	476.....	Kingston—Ellenville, Part 4.....	Hurley.....	1.91	.....	....	1.91	....	.....
353[1]	481.....	Woodstock—West Hurley.....	Woodstock.....	....	.....	....	.....	....	.....
			Hurley.....	....	.....	....			
354[2]	740.....	Highland Landing—Highland.....	Lloyd.....	1.15	.....	....	1.15	....	.....
419	420.....	Rosendale—Perrines Bridge.....	Rosendale.....	1.95	.....	....	1.95	....	.....
422[3]	723.....	Bearsville—Beechford—Mt. Pleasant	Woodstock.....	6.23	.....	....	.....	....	6.83
			Shandaken.....	0.60	.....	....			
572	809, 810, 3297, V-264.	New Paltz—Plattekill	New Paltz.....	2.78	New Paltz, v...	2.06	5.92	....	.....
			Gardiner.....	1.08	.....	....			
602	264.....	Bearsville—Willow.....	Woodstock.....	5.57	.....	....	.....	....	5.57
603	475, 3555...	Napanoch—Montela.....	Wawarsing.....	10.24	.....	....	.....	10.24	.....
921	V-11.....	Rifton Village.....	Esopus.....	....	Rifton, v.....	2.13	2.13	....	.....
1186	131-A, 3459.	Cold Brook—Beechford and Ashokan Reservoir.....	Olive.....	1.13	.....	....	1.13	....	.....
1373	3294, V-367	Hurley—Kingston.....	.....	....	Kingston, c....	1.00	.....	2.73	.....
			Ulster.....	0.53	.....	....			
			Hurley.....	1.20	.....	....			
1417	3554.....	Wallkill—Newburgh, Part 1.....	Shawangunk.....	3.12	.....	....	.....	3.12	.....
1418	1677.....	Milton Landing—Milton.....	Marlboro.....	0.55	.....	....	0.55	....	.....
1419	V-282, 3295, 3721.....	Rosendale Village.....	Rosendale.....	....	Rosendale, v...	3.17	.....	3.17	.....

1464	2111, 3552..	High Falls—Stone Ridge.....	Marbletown.....	1.80	.....	....	.....	1.80	.....
1465	3151.....	Ulster Landing—Glasco.....	Saugerties[3].....	2.79	.....	....	2.79	....	.....
			Towns.....155.48	.....	....	126.19	16.89	12.40	
			Villages....	.....	7.36	4.19	3.17	.....	
			Cities.....	.....	1.00	.....	1.00	.....	
			Totals.....155.48	.....	8.36	130.38	21.06	12.40	

STATE HIGHWAYS

	Route No.	Section								
5000	3	10	Saugerties—Kingston, Part 2.....	Ulster.....	3.23	.....	....	3.23	....	.....
5001	3	3	Lloyd Town Line—Milton.....	Marlboro.....	1.57	.....	....	1.57	....	.....
5114	3 Pet.	2 V-1020	Milton—Marlboro.....	Marlboro.....	3.30	Marlboro, v....	0.52	3.82	....	.....
5169[4]	3	14, 15	Saugerties—Catskill, Part 1.....	Saugerties.....	3.57	.....	....	3.57	....	.....
5173	5	1	Kingston—West Hurley.....	Ulster.....	3.65	.....	....	4.82	....	.....
				Kingston.....	0.69	.....	....			
				Hurley.....	0.48	.....	....			
5176[5]	3	1	Marlboro—County Line.....	Marlboro.....	1.06	Marlboro, v....	0.02	1.08	....	.....
5177[6]	5	12	Pine Hill—Griffin Corners.....	Shandaken.....	0.76	Pine Hill, v....	1.54	2.30	....	.....
5192	3	9	Eddyville Bridge.....	Ulster.....	0.09	.....	....	0.24	....	.....
				Esopus.....	0.15	.....	....			

[1] Included in State Route No. 5. Original plans 4.41 miles. Part flooded by the Ashokan reservoir. Balance of highway constructed as No. 5570.
[2] Original contract 1.17 miles.
[3] Included in State Route No. 5. Original plans 8.85 miles, of which 2.02 miles were built as No. 16.
[4] Original contract forfeited. Work completed by Division Engineer.
[5] Part in Orange county. Total length 3.64 miles.
[6] Part in Delaware county. Total length 2.18 miles.
* Exclusive of villages.

ULSTER COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5508	3	5, 6	Old Post, Part 4	Esopus	6.50		....	6.50	....	.....
5570	5	3	West Hurley—Woodstock	Hurley	1.90		....	2.97	....	.....
				Woodstock	1.07		....			
5599 [1] 5599-A	3	8	Kingston—Port Ewen		....	Kingston, c.	0.14	.....	....	0.49
				Esopus	0.35		....			
5601 [2]	3 Pet. V-1077	12, 13	Saugerties Village	Saugerties	....	Saugerties, v.	1.85	.....	1.85	.....
				Towns	28.37		....	28.02	....	0.35
				Villages	....		3.93	2.08	1.85	.....
				Cities	....		0.14	.....	....	0.14
				Totals	28.37		4.07	30.10	1.85	0.49

WARREN COUNTY

COUNTY HIGHWAYS

	Petition No.									
417 [3]	954		Glens Falls—Lake George	Queensbury	4.68		....	7.56	....	.....
				Caldwell	2.88		....			
418	954		Lake George—Bolton Landing	Caldwell	3.96		....	9.74	....	.....
				Bolton	5.78		....			
656	1986, 1987		Sandy Hill—Glens Falls	Queensbury	2.12		....	2.12	....	.....
691 [3]	1740		Riverside—Chestertown	Chester	5.73		....	5.73	....	.....

692[4]	1741, 1746..	Loon Lake—Pottersville—Taylor's..	Chester	8.94	.....	....	8.94	....	.....
736[3]	2167.....	North Creek—County Line.....	Chester	4.12	.....	....	4.12	....	.....
804	1747.....	Luzerne—Lake George, Part 1.....	Luzerne	7.09	.....	....	7.09	....	.....
805	1748.....	Luzerne—Lake George, Part 2.....	Caldwell	3.67	.....	....	3.67	....	.....
843	V-2, V-59...	Lake George Village.....	Caldwell	....	Lake George, v.	0.17	0.17	....	.....
1021[5]	3167.....	Warrensburg—Thurman Station....	Warrensburg	3.21	.....	....	3.52	....	.....
			Thurman	0.31	.....	....			
1023	2627, 2824..	Chestertown—Hague, Part 1.....	Chester	2.02	.....	....	6.36	....	.....
			Horicon	4.34	.....	....			
1118	2627, 3360..	Chestertown—Hague, Part 2.....	Horicon	5.84	.....	....	5.84	....	.....
1228	3360.....	Chestertown—Hague, Part 3.....	Hague	5.13	.....	....	.....	5.13	.....
1501	2823.....	Chestertown—Hague, Part 4.....	Hague	4.59	.....	....	.....	....	4.59
			Towns....	74.41	.....	....	64.69	5.13	4.59
			Villages...	....	.....	0.17	0.17	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals....	74.41	.....	0.17	64.86	5.13	4.59

STATE HIGHWAYS

Route No.	Section								
5055	25	4	Riverside—Wevertown, Part 1.....	Johnsburg.....	1.63	.....	....	1.63	....	.....
5068	25	14	Lake George Village.....	Caldwell.....	....	Lake George, v.	1.48	1.48	....	.....
5088	25	3	Riverside—Wevertown, Part 2.....	Johnsburg.....	1.53	.....	....	1.53	....	.....
5157	25	11, 12	Warrensburg—Chestertown, Part 1.	Warrensburg.....	6.55	.....	....	6.55	....	.....

[1] Contract No. 5599 awaiting completion of No. 5599-A which is for bridge abutments only.
[2] Original contract forfeited December 8, 1916.
[3] Included in State Route No. 25.
[4] Included in State Route No. 22. This highway was accepted but contractor refused final payment.
[5] Original contract cancelled. Plans revised and re-let.
[6] Exclusive of villages.

WARREN COUNTY — Concluded

STATE HIGHWAYS

High-way No.	Route No.	Sec-tion	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5158	25	9, 10	Warrensburg—Chestertown, Part 2.	Warrensburg	2.77	.....	....	6.49	....	.....
				Chester	3.72	.....	....			
5185[1]	25	2	Wevertown—North Creek	Johnsburg	6.57	.....	....	6.57	....	.....
5227	25	13	Lake George—Warrensburg	Caldwell	4.37	.....	....	4.58	....	.....
				Warrensburg	0.21	.....	....			
28	25 Pet. V-1183	16	Glens Falls City; Glen Street	.....	....	Glens Falls, c..	0.61	0.61	....	....
				Towns	27.35	.....	....	27.35	....	.....
				Villages	....	.....	1.48	1.48	....	.....
				Cities	....	.....	0.61	0.61	....	.....
				Totals	27.35	.....	2.09	29.44	....	.....

WASHINGTON COUNTY

COUNTY HIGHWAYS

	Petition No.								
85	133	Fort Edward—Sandy Hill	Fort Edward	0.92	.....	....	0.92	....	.....
97[2]	204	Shunpike	White Creek	3.61	.....	....	3.61	....	.....
103[2]	205	Granville—Middle Granville	Granville	1.31	.....	....	1.31	....	.....
104[2]	205	Granville—Troy Stage	Granville	1.25	.....	....	1.25	....	.....
720[5]	2268	Sandy Hill—Adamsville	Kingsbury	4.76	.....	....	4.76	....	.....
720-A	2268	Dunham Basin	Kingsbury	0.24	.....	....	0.24	....	.....
721[3]	1441	White Creek County Line	White Creek	3.12	.....	....	3.12	....	.....
722[2]	2033	Hebron Town Line—Granville	Granville	2.06	.....	....	2.06	....	.....

723[2]	2027.....	Whitehall—Fort Ann Town Line...	Whitehall.....	4.77	.....	....	4.77	....	.....
724	221.....	Greenwich—Battenville.....	Greenwich.....	3.98	.....	....	3.98	....	.....
802	2034.....	Smiths Basin—Hartford.....	Hartford	5.24	.....	....	5.24	....	.....
803	2270.....	Sandy Hill—Fort Ann.....	Kingsbury.....	7.21	.....	....	8.23	....	.....
			Fort Ann.....	1.02	.....	....			
942	2598.....	Smiths Basin—Lime Kiln.....	Kingsbury.....	0.66	.....	....	0.66	....	.....
1080	3088, 3089..	Hudson Falls Village.....	Kingsbury.....	....	Hudson Falls, v.	0.97	0.97	....	.....
1081	2599.....	South Argyle—Argyle.....	Argyle.....	3.34	.....	....	3.34	....	.....
1082	V-184, 3138.	Cambridge Village.....	Cambridge.....	....	Cambridge, v..	0.57	1.71	....	.....
			White Creek.....	....	Cambridge, v..	1.14			
1083	3087.....	Fort Edward Village.....	Fort Edward.....	....	Fort Edward, v.	0.57	0.57	....	.....
1109[4]	1444.....	Cambridge—Ash Grove.....	White Creek.....	2.06	.....	....	2.06	....	.....
1223	1445.....	Battenville—Salem.....	Greenwich.....	4.10	.....	....	5.94	....	.....
	1445.....		Salem.....	1.84	.....	....			
1224[6]	2269, 3517..	Comstock—Fort Ann.....	Fort Ann.....	5.05	Fort Ann, v....	0.50	5.55	....	.....
1436	V-375, 3425	Greenwich Village: Elm Ave., Main, Bridge and Eddy Sts.....	Greenwich.....	....	Greenwich, v...	0.90	.....	1.43	.....
			Easton.....	....	Greenwich.....	0.53			
1437	3543, 1446..	Schuylerville—Greenwich.....	Easton.....	3.20	.....	....	.....	4.58	.....
			Greenwich.....	1.38	.....	....			
1438	3288.....	Greenwich—Cambridge.....	Easton.....	2.22	.....	....	.....	6.98	.....
			Jackson.....	1.44	.....	....			
			Cambridge.....	3.32	.....	....			
			Towns.....	68.10	.....	....	54.48	13.62	.....
			Villages....	....	.....	5.18	3.75	1.43	.....
			Cities.....	....	.....	....	....	....	.....
			Totals.....	68.10	.....	5.18	58.23	15.05	.....

[1] Original contract 6.07 miles. 0.50 mile on a spur built by supplementary agreement.
[2] Included in State Route No. 22.
[3] 2.08 miles included in State Route No. 22.
[4] Original contract forfeited June 28, 1916.
[5] Original contract 5.00 miles. 0.24 mile over Barge canal omitted and built as No. 720-A.
[6] Original contract 5.33 miles. 0.22 mile additional top laid by supplemental agreement on portion of State Route No. 22.
* Exclusive of villages.

WASHINGTON COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5033	22	8	Salem—Granville, Part 1	Salem	2.96		....	2.96	....	.....
5113	22	3, 4	Cambridge—Salem, Part 1	White Creek	....	Cambridge, v	1.31	3.68	....	.....
				Jackson	2.37		....			
5293	22	5, 6	Cambridge—Salem, Part 2	Jackson	5.39		....	6.01	....	.....
				Salem	0.62		....			
5316	22 Pet. V-1097	7	Cambridge—Salem, Part 3	Salem	1.23	Salem, v	1.86	3.09	....	.....
5336	22	9, 10	Salem—Granville, Part 2	Salem	0.47		....	9.48	....	.....
				Hebron	9.01		....			
5404	22 Pet. V-1026	12	Granville Village	Granville	....	Granville, v	1.75	1.75	....	.....
5531	22 Pet. V-1207	17	Whitehall Village: Canal and Broad Streets	Whitehall	....	Whitehall, v	1.32	1.32	....	.....
5578	22	18	Whitehall—Dresden Center, Part 1.	Whitehall	....	Whitehall, v	1.88	1.88	....	.....
5637 [2]	22	19	Whitehall—Dresden Center, Part 2.	Dresden	5.77		....	.....	....	5.77
				Towns	27.82		....	22.05	....	5.77
				Villages	....		8.12	8.12	....	.....
				Cities	....		....	.....	....	.....
				Totals	27.82		8.12	30.17	....	5.77

SPECIAL HIGHWAY [1]

Chapter	Laws of								
518	1912.....	South Bay Bridge.....	Dresden.....	0.04	.....	....	0.10	....	.....
			Whitehall.....	0.06	.....	....			
			Towns.....	0.10	.....	....	0.10	....	.....
			Villages....	....	.....	....	.....	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals.....	0.10	.....	....	0.10	....	.....

WAYNE COUNTY

COUNTY HIGHWAYS

	Petition No.								
860	1635.....	Clyde—Resort, Part 2.....	Rose.....	3.48	.....	....	3.48	....	.....
861	1173.....	Dugway, Part 4.....	Walworth.....	1.98	.....	....	1.98	....	.....
918	1619.....	Macedon—Cator Four Corners.....	Macedon.....	1.16	.....	....	1.16	....	.....
919	2054.....	Clyde—Resort, Part 1.....	Rose.....	1.67	.....	....	3.87	....	.....
			Galen.....	2.20	.....	....			
920	1529.....	Lyons—Sodus Point, Part 1.....	Lyons.....	3.00	.....	....	3.00	....	.....
992	3025.....	Marion—Williamson, Part 1.....	Marion.....	1.99	.....	....	1.99	....	.....
993	2100.....	Manchester—Palmyra, Part 2.....	Palmyra.....	1.20	.....	....	1.20	....	.....
994	2042.....	Williamson Station—Pultneyville...	Williamson.....	3.46	.....	....	3.46	....	.....
1058	2064.....	Wolcott—Savannah, Part 3.....	Butler.....	2.25	.....	....	.....	2.25	.....
1059	2055.....	Clyde—Resort, Part 3.....	Huron.....	1.88	.....	....	.....	1.88	.....
1060	2049, 1529..	Lyons—Sodus Point, Parts 2 & 3...	Lyons.....	2.92	.....	....	.....	6.41	.....
			Sodus.....	3.49	.....	....			

[1] Total length of contract 0.36 mile of which 0.26 mile was for bridge and trestle work. Cost paid from first bond issue.
[2] Contract awarded but contractor failed to sign, forfeiting check.
* Exclusive of villages.

WAYNE COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1142	2042.....	Williamson Station—Williamson....	Williamson.....	0.73	.....	....	0.73	....	.....
1185	V-291, 2975.	Red Creek—Fairhaven.....	Wolcott.....	3.54	Red Creek, v...	0.63	4.17	....	.....
1406	2042.....	Marion—Williamson, Part 2.....	Marion.....	1.84	.....	....	3.67	....	.....
			Williamson.....	1.83	.....	....			
1407	2091, 2046..	Newark—Sodus, Part 1.....	Arcadia.....	3.97	.....	....	.....	3.97	.....
1503	1618, 3292..	Pittsford—Palmyra, Part 3.....	Macedon.....	2.99	.....	....	.....	....	2.99
			Towns....	45.58	.....	....	28.08	14.51	2.99
			Villages...	....	.....	0.63	0.63	....	.....
			Cities.....	....	.....	....	.....	....	.....
			Totals....	45.58	.....	0.63	28.71	14.51	2.99

STATE HIGHWAYS

	Route No.	Section								
5017	20	2	Clyde—Savannah, Part 2.....	Savannah..	2.00	Savannah, v...	0.95	2.95	....	.....
5070[1]	20	4	Clyde—Savannah, Part 1.....	Galen.....	....	.....	....	.....	....	.....
				Savannah.....	....	.....	....			
5089	20	3–6	Clyde—Savannah, Part 1.....	Galen.....	2.76	Clyde, v,.....	0.90	4.55	....	.....
				Savannah.....	0.89	.....	....			
5127	30	12	Union Hill—Ontario Center.....	Ontario.....	3.47	.....	....	3.47	....	.....
5290	30	1, 2	Wolcott—Red Creek.....	Wolcott.....	4.62	Wolcott.....	1.34	7.01	....	.....
	Pet.	V-1124		Wolcott.....	....	Red Creek, v..	1.05			
5378	30	11	Ontario Center—Williamson.....	Ontario.....	2.96	.....	....	4.53	....	.....
				Williamson.....	1.57	.....	....			
5449	30	10	Ontario Center—Williamson, Part 2	Williamson.....	2.28	.....	....	2.28	....	.....

5451	30	8, 9	Williamson—Sodus	Williamson	2.62		....	5.94	....	.....
				Sodus	3.32		....			
5503	12	1	Geneva—Lyons, Part 3	Lyons	2.53	Lyons, v.	0.37	2.90	....	.....
5632	30	6, 7	Sodus—Alton	Sodus	5.85		....	.....	5.85	.....
				Towns	34.87		....	29.02	5.85	.....
				Villages	....		4.61	4.61	....	.....
				Cities	....		....	.....	....	.....
				Totals	34.87		4.61	33.63	5.85	.....

WESTCHESTER COUNTY

COUNTY HIGHWAYS

	Petition No.								
17	27	Hastings—Ardsley	Greenburg	0.60		....	0.60	....	.....
18	98-A	Ardsley—Elmsford, Part 1	Greenburg	2.58	Elmsford, v.	0.48	3.06	....	.....
19	105	Mamaroneck—White Plains	Mamaroneck	0.68		....	2.78	....	.....
			.....	....	New Rochelle, c.	0.68			
			Scarsdale	....	Scarsdale, v.	1.42			
20[2]	106-A	White Plains—Armonk, Part 1	North Castle	4.03		....	4.03	....	.....
34[3]	98	Ardsley—Elmsford, Part 2	Greenburg	1.44	Elmsford, v.	0.44	2.16	....	.....
			Mt. Pleasant	0.28		....			
35[4]	106-A	White Plains—Armonk, Part 2	North Castle	3.02		....	3.02	....	.....

[1] 0.21 mile in Galen and 0.41 mile in Savannah. This contract covered only the placing of corduroy and preliminary grading. Pavement placed under No. 5089.
[2] New York City built on new location 3.34 miles to replace 3.08 miles of No. 20 which were flooded by Kensico reservoir. The present mileage is shown.
[3] 0.57 mile included in State Route No. 2.
[4] 1.61 miles included in State Route No. 1. New York City built 1.17 miles to replace 1.36 miles of No. 35 which were flooded by the Kensico reservoir. The present mileage is shown.
* Exclusive of villages.

WESTCHESTER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
50	107.....	Armonk—Mt. Kisco.....	North Castle.....	1.68	.....	....	4.45	....	.....
			New Castle.....	2.77	.....	....			
51[1]	108.....	Mt. Kisco—Bedford.....	Bedford.....	5.04	.....	....	5.04	....	.....
52[2]	99.....	Unionville—McKeels Corners.....	Mt. Pleasant.....	3.69	.....	....	3.69	....	.....
53	100.....	McKeels Corners—Briarcliff Manor.	Ossining.....	....	Briarcliff M'r, v	0.95	1.76	....	.....
			Mt. Pleasant.....	0.81	.....	....			
54	101.....	Briarcliff Manor—Echo Lake.....	Ossining.....	0.79	Briarcliff M'r, v	1.31	2.65	....	.....
			New Castle.....	0.55	.....	....			
143	102.....	Echo Lake—Pines Bridge.....	New Castle.....	2.54	.....	....	3.14	....	.....
			Yorktown.....	0.60	.....	....			
144[3]	109.....	Bedford—Cross River.....	Bedford.....	4.12	.....	....	5.02	....	.....
			Poundridge.....	0.36	.....	....			
			Lewisboro.....	0.54	.....	....			
148	103.....	Pines Bridge—Yorktown Heights...	Yorktown.....	3.49	.....	....	3.49	....	.....
149	104.....	Yorktown Heights—Putnam Co. L..	Yorktown.....	1.57	.....	....	6.62	....	.....
			Somers.....	5.05	.....	....			
150	110.....	Cross River—Turk Hill.....	Lewisboro.....	3.27	.....	....	3.27	....	.....
151	111.....	Turk Hill—Putnam County Line...	Lewisboro.....	0.39	.....	....	5.99	....	.....
			North Salem.....	5.60	.....	....			
261	170.....	Peekskill—Salem Center, Part 1....	Somers.....	5.86	.....	....	5.86	....	.....
262[7]	170.....	Peekskill—Salem Center, Part 2....	North Salem.....	4.66	.....	....	4.66	....	.....
331[4]	170-A.....	Peekskill—Salem Center, Part 3....	Cortlandt.....	2.33	.....	....	3.88	....	.....
			Yorktown.....	1.55	.....	....			

332	170.....	Peekskill—Salem Center, Part 4....	Yorktown.....	3.23	.....	....	3.23	....	.....
405	102, 103....	Kitchawan—Croton Lake	Yorktown.....	2.12	.....	....	2.12	....	.....
503[5]	956.....	Tarrytown—White Plains.....	Greenburg.....	2.41	Elmsford, v...	1.60	7.31	....	.....
	956.....	White Plains—Rye, Parts 1 & 2....	Harrison.....	3.30	.....	....			
519	972.....	Mt. Kisco—Pleasantville.....	New Castle.....	3.35	.....	....	3.92	....	.....
			Mt. Pleasant.....	0.57	.....	....			
520	972.....	Pleasantville—Pocantico Hills.....	Mt. Pleasant.....	3.55	.....	....	3.55	....	.....
587	988.....	Mt. Kisco—Millwood.....	New Castle.....	4.39	.....	....	4.39	....	.....
657	1302.....	Croton River—Peekskill.....	Cortlandt	5.88	Peekskill, v....	0.13	6.01	....	.....
768	1281, 1001..	Ossining—Kitchawan.....	Ossining.....	1.16	.....	....	5.86	....	.....
			New Castle.....	1.77	.....	....			
			Yorktown.....	2.93	.....	....			
769	1830.....	Amawalk—Woods Bridge.....	Somers.....	4.21	.....	....	4.21	....	.....
770	2166.....	Goldens Bridge—Turk Hill.....	Lewisboro.....	3.50	.....	....	3.50	....	.....
775[6]	1831.....	Goldens Bridge—Croton Falls.....	Somers.....	4.13	.....	....	4.42	....	.....
			North Salem.....	0.29	.....	....			
780	1832.....	White Plains Town Line—Harrison.	Harrison.....	2.91	.....	....	2.91	....	.....
865	V-44.....	Mt. Kisco Village.....	New Castle.....	....	Mt. Kisco, v...	1.32	2.96	....	.....
			Bedford.....	....	Mt. Kisco, v...	1.64			
899	2166.....	Cross River—Crafts Corners.....	Lewisboro.....	5.69	.....	....	5.69	....	.....
900	2199.....	Woods Bridge—Lewis Corners.....	Lewisboro.....	0.17	.....	....	4.26	....	.....
			Bedford.....	4.09	.....	....			
901	2731.....	Port Chester—Crystal Springs, Pt. 1	Rye.....	1.92	.....	....	1.92	....	.....

[1] 1.16 miles included in State Route No. 1.
[2] 0.04 mile included in State Route No. 2.
[3] 0.27 mile included in State Route No. 1. Original contract 4.55 miles in Bedford, 0.30 in Poundridge and 0.45 in Lewisboro. New York City re-located portions.
[4] 1.52 miles included in State Route No. 2.
[5] 1.60 miles included in State Route No. 1 and 0.10 mile in Route No. 2.
[6] 0.24 mile included in State Route No. 1.
[7] 0.03 mile included in State Route No. 1.
* Exclusive of villages.

WESTCHESTER COUNTY — Continued

COUNTY HIGHWAYS

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1015	2197.....	Crystal Springs—Chappaqua—Millwood.....	North Castle.....	1.63	.....	....	7.24	....	.....
			Mount Pleasant....	0.86	.....	....			
			New Castle.....	4.75	.....	....			
1052	2166.....	Crafts Corners—Vista.....	Lewisboro.....	4.69	.....	....	4 69	....	.....
1053	V-142.....	Ardsley Village.....	Greenburg.....	....	Ardsley, v.....	1.46	1.46	....	.....
1167	V-189, 2884.	Hastings-on-Hudson Village: Saw Mill River Road.....	Greenburg.....	0.64	Hastings, v.....	0.64	1.28	....	.....
1207	V-268, 3474.	Croton-on-Hudson Village: Riverside Avenue.....	Cortlandt	0.05	Croton, v.....	1.23	1.28	....	.....
1306	2198, 2199, 3181, 3617	Williams Corners—Scott Corners...	Bedford.....	0.97	.....	....	.....	5.72	.....
			Poundridge.....	4.75	.....	....			
1307	2196.....	Ossining—Millwood.....	Ossining.....	0.89	.....	....	.....	1.89	.....
			New Castle.....	1.00	.....	....			
1308[2]	2713, 3604, 3562	Hawthorne—Pleasantville.....	Mt. Pleasant.....	2.15	.....	....	.....	2.15	.....
1309[1]	2811.....	Peekskill—Putnam County Line....	Cortlandt.....	2.18	.....	....	.....	6.63	.....
			Yorktown.....	4.45	.....	....			
1323	3560, 2195..	Ossining—Kitchawan—Pine Bridge.	Ossining.....	0.56	.....	....	4.62	....	.....
			New Castle.....	2.42	.....	....			
			Yorktown.....	1.64	.....	....			
1324	2812.....	Whitehall Corners—Wright Corners.	Somers.....	3.02	.....	....	3.02	....	.....
1325	2813.....	Thorn Corners—Teed Corners.....	Somers.....	2.81	.....	....	2.81	....	.....
1340	2809, 2810..	Grant Cor.—Rundall Cor.—Bailey Cor.—State Line.....	North Salem.....	4.25	.....	....	.....	....	4.25
1341	3561.....	Weaver Street.....	Scarsdale.....	....	Scarsdale, v....	0.18	.....	0.35	.....
			.....	....	New Rochelle, c	0.17			

1370	3652, V-366, 3679	Harts Corner—White Plains	.....	....	White Plains, c.	0.92	.....	....	1.74
			Greenburg	0.82	.....	....			
1456	3653, T-3, T-4	Westchester Avenue	Harrison	0.25	.....	....	.....	....	1.09
			Rye	0.84	.....	....			
			Harrison	0.62	.....	....			
1457	3688, 3216, ..2891	Lake St., Ridge St. and Harrison Ave.	Rye	3.20	Mamaroneck	0.53	.....	4.62	.....
			Rye	....	Rye	0.27			
			Towns	180.90	.....	....	154.53	20.21	6.16
			Villages	....	.....	13.60	12.62	0.98	.....
			Cities	....	.....	1.77	0.68	0.17	0.92
			Totals	180.90	.....	15.37	167.83	21.36	7.08

STATE HIGHWAYS

	Route No.	Section								
5003	1	9	Armonk—Byram Lake	North Castle	3.44	.....	....	3.44	....	.....
5146	1	10	Byram Lake—Bedford	North Castle	1.94	.....	....	3.34	....	.....
				Bedford	1.40	.....	....			
5147[1]	2	13	Peekskill—Fishkill, Part 1	Cortlandt	1.89	.....	....	1.89	....	.....
5226	1	6, 7	White Plains—Rye Lake	Harrison	5.01	.....	....	7.01	....	.....
				North Castle	2.00	.....	....			
5231	2	2	Yonkers—White Plains	Greenburg	5.22	.....	....	5.22	....	.....
5298, 5298-A[4]	1	12	Bedford—Goldens Bridge	Bedford	5.50	.....	....	7.03	....	.....
				Lewisboro	1.53	.....	....			

[1] Original contract forfeited May 1, 1916.
[2] Original contract forfeited August 2, 1916.
[3] Part in Putnam county. Total length 3.63 miles.
[4] Original contract cancelled. Re-let as No. 5298-A.
[5] Exclusive of villages.

WESTCHESTER COUNTY — Concluded

STATE HIGHWAYS

Highway No.	Route No.	Section	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
5321	1	5½	White Plains—Rye, Part 2	.....	....	White Plains, c.	1.64	1.64	....	.....
5355	1	4	Tuckahoe—White Plains, Part 1	East Chester	2.43	.....	....	2.43	....	.....
5356	1 Pet. V-1110	5	White Plains Village	.....	....	White Plains, c.	2.23	2.23	....	.....
5357	1 Pet. V-1152	2	Bronxville Village	East Chester	....	Bronxville, v	0.95	0.95	....	.....
5358	1	1	Mount Vernon City: Columbus Ave.	.....	....	Mt. Vernon, c.	0.28	.....	....	0.28
5359	2	1	Yonkers City: Central Avenue	.....	....	Yonkers, c	6.48	6.48	....	.....
5360	2	4	Eastview—Briarcliff Manor	Greenburg Mount Pleasant	0.18 2.76	Tarrytown, v N. Tarrytown, v	0.55 1.55	5.04	....	.....
5361[1]	2 Pet. V-1153	5	Briarcliff Manor Village	Ossining	....	Briarcliff Manor	0.83	0.83	....	.....
5362	1	3	Tuckahoe Village	East Chester	....	Tuckahoe, v	0.25	0.25	....	.....
5363[2]	2	12	Peekskill Village	Cortlandt	....	Peekskill, v	0.94	0.94	....	.....
5364 5364-A[3]	2	6, 8	Ossining—Croton River	Ossining	1.68	.....	....	1.68	....	.....
5371	41 Pet. V-1113	3	Larchmont Village	Mamaroneck	....	Larchmont, v	0.95	0.95	....	.....
5372	41	2	New Rochelle—Mamaroneck	Mamaroneck	0.73	.....	....	0.73	....	.....
5373	41 Pet. V-1148	5	Rye Village	Rye	....	Rye, v	2.85	2.85	....	.....
5374	41	1	Pelham—New Rochelle	Pelham	0.20	.....	....	0.20	....	.....
5375	41 Pet. V-1131	1½	Pelham Manor Village	Pelham	....	Pelham Manor.	1.34	1.34	....	.....

5376	41 Pet.	4 V-1143	Mamaroneck Village	Rye	....	Mamaroneck, v.	0.64	1.29	....	.....
				Mamaroneck	....	Mamaroneck, v.	0.65			
5464	1	13	Goldens Bridge — Purdy — Croton Falls	Lewisboro	0.68	.....	....	4.73	....	.....
				North Salem	4.05	.....	....			
5482	2 Pet.	7 V-1204	Ossining Village	Ossining	....	Ossining, v.	2.17	2.17	....	.....
5571	2	3	White Plains—Eastview	Greenburg	2.91	.....	....	.....	4.29	.....
				Mt. Pleasant	1.38	.....	....			
5606	1 Pet.	4-A V-1221	Tuckahoe—White Plains, Part 2	Scarsdale	....	Scarsdale	2.74	.....	2.74	.....
				Towns	44.93	.....	....	40.64	4.29	.....
				Villages	....	.....	16.41	13.67	2.74	.....
				Cities	....	.....	10.63	10.35	....	0.28
				Totals	44.93	.....	27.04	64.66	7.03	0.28

WYOMING COUNTY

COUNTY HIGHWAYS

	Petition No.									
854	1914, 1954	..	Castile Center—Perry Center	Castile	3.22	.....	....	4.50	....	.....
				Perry	1.28	.....	....			
892	1914	.....	Castile—Castile Center	Castile	1.43	.....	....	1.43	....	.....

[1] Final settlement never made.
[2] Original contract cancelled.
[3] Original contract cancelled. Re-let as No. 5364-A. 0.45 mile not on Route No. 2 owing to relocation of route.
[4] Exclusive of villages.

WYOMING COUNTY — Concluded

COUNTY HIGHWAYS

Highway No.	Petition No	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
893	1925, 1980, 2898	Bliss—Smiths Corners	Eagle	2.18			3.61		
			Wethersfield	1.43					
894	1941, 2865	Java Center—Java Village	Java	3.55			3.55		
975	V-73	Perry Village	Castile		Perry, v	0.87	2.01		
			Perry		Perry, v	1.14			
976[1]	2863, 3079	Java Village—Wales	Java	1.53			3.52		
976-A			Sheldon	1.99					
1055	1896	Arcade—East Arcade, Part 1	Arcade	1.94					1.94
1056	1905, 3136	Attica—Schaub Corners	Attica	2.90	Attica, v	0.54			3.44
1057	1908	Darien Center—Bennington, Part 2.	Bennington	2.27					2.27
1088	3207	Castile Village	Castile		Castile, v	1.53		1.53	
1155	3342, V-300	County Line—Arcade	Arcade	0.38	Arcade, v	2.41	2.79		
1267	1904-'7-'9	Bennington—Attica—Attica Ctr.,	Pennington	2.68					
	3559, V-338	Parts 2 and 3	Attica	3.34	Attica, v	0.97		6.99	
1349	1759, 1758	Varysburg—Warsaw, Part 2	Orangeville	3.08					
			Warsaw	1.65				4.73	
			Towns	34.85			16.99	10.75	7.11
			Villages			7.46	4.42	2.50	0.54
			Cities						
			Totals	34.85		7.46	21 41	13.25	7.65

State Highways

	Route No.	Section									
5024	18	7, 11	Warsaw—Pavilion, Parts 1 and 5...	Warsaw	0.59	.....	....	2.67	....	.....
				Covington	2.08	.....	....			
5134	16	8	Warsaw—Pavilion, Part 2.....	Warsaw	0.99	.....	....	3.59	....	.....
				Middlebury	2.60	.....	....			
5400	16	4, 6	Warsaw—Gainesville.....	Warsaw	2.19	Warsaw, v.....	2.52	8.89	....	.....
	Pet.	V-1085		Gainesville	3.63	Gainesville, v..	0.55			
	Pet.	V-1089								
5400-A[2]	16	5	Warsaw—Gainesville.....	Gainesville	0.48	.....	....	0.48	....	.....
5410	16	9, 10	Warsaw—Pavilion, Parts 3 and 4...	Middlebury	1.53	Wyoming, v....	0.86	3.88	....	.....
				Covington	1.49	.....	....			
				Towns	15.58	.....	....	15.58	....	.....
				Villages	....	.....	3.93	3.93	....	.....
				Cities	....	.....	....	.....	....	.....
				Totals	15.58	.....	3.93	19.51	....	.....

YATES COUNTY

County Highways

	Petition No.									
205[3]	.....	Naples—Woodville.....	Italy.....	0.87	.....	....	0.87	....	.....
226[4]	365.....	Kinneys Corners.....	Jerusalem	....	.....	....	.....	....	.....

[1] Original contract forfeited July 10, 1914. Re-awarded September 28, 1915 and forfeited May 26, 1916. Re-awarded June 28, 1916, of which 1.85 miles was cancelled and re-let as 976-A.
[2] Portion at grade crossing omitted from the contract for No. 5400.
[3] Total length 3.45 miles. 2.58 miles in Ontario county.
[4] Board of Supervisors rescinded approval of plans before amendment to Chapter 115, Laws of 1898, prohibited such action.
* Exclusive of villages.

COUNTY—Concluded

COUNTY HIGHWAYS.

Highway No.	Petition No.	Name of highway	Town	*Miles in town	City or village	Miles in city or village	Miles completed	Miles under construction	Miles approved and awaiting contract
1205	V-276, 3271.	Dresden—Penn Yan	Torrey	2.70	Dresden, v.	0.81	5.18	....	.....
			Benton	1.28	.....	....			
			Milo	0.32	Penn Yan, v.	0.07			
1210	365, 3484, V-288.	Penn Yan—Branchport, Part 1	Jerusalem	5.53	Penn Yan, v.	0.47	6.00	....	.....
1352	3487, 3489, 3483.	Rushville—Potter—Middlesex—Overacker Corners	Potter	4.32	Rushville	0.51	.....	9.63	.....
			Middlesex	4.80	.....	....			
			Towns	19.82	.....	....	10.70	9.12	.....
			Villages	....	.....	1.86	1.35	0.51	.....
			Cities	....	.....	....	.....	....	.....
			Totals	19.82	.....	1.86	12.05	9.63	.....

STATE HIGHWAYS

	Route No.	Section								
5018	12	1	North Reading—Dundee, Part 1	Starkey	1.99	.....	....	1.99	....	.....
5128	12	2	North Reading—Dundee, Part 2	Starkey	1.66	Dundee, v.	1.02	2.68	....	.....
5291	12 Pet. V-1068	7	Penn Yan Village	Milo	....	Penn Yan, v.	1.41	1.75	....	.....
				Benton	....	Penn Yan, v.	0.34			
5323[2]	12	8, 9	Penn Yan—Halls Corners	Benton	6.25	.....	....	6.25	....	.....

5324 5324-A	[3]	12	3-6	Dundee—Penn Yan	Starkey	....	Dundee, v.	0.46	10.89	....	.....
					Barrington	5.17	.....	....			
					Milo	5.26	.....	....			
5334 5334-A	[4]	12	1	Watkins—Yates County Line	Starkey	0.41	.....	....	.....	0.41	.....
					Towns	20.74	.....	....	20.33	0.41	.....
					Villages	....	.....	3.23	3.23	....	.....
					Cities	....	.....	....	.....	....	.....
					Totals	20.74	.....	3.23	23.56	0.41	.....

[2] Total length 8.15 miles. 1.90 miles in Ontario county.
[3] Original contract 10.89 miles; 2.47 miles cancelled and re-let as No. 5324-A.
[4] Total length 7.85 miles. 7.44 miles in Schuyler county. Original contract cancelled. Re-let as No. 5334-A.
* Exclusive of villages.

APPENDIX C

Table Showing Status of State Routes

December 31, 1917

SECTION 120 OF CHAPTER 30, LAWS OF THE STATE OF NEW YORK, OF 1909

Highways to be constructed or improved by the state.— The highways which have been heretofore constructed or improved under the provisions of chapter one hundred and fifteen of the laws of eighteen hundred and ninety-eight, and the acts amendatory thereof, which are included in the routes hereinafter described, together with such other highways as are constructed or improved by the commission in accordance with the routes set forth and described in this section, shall be state highways and shall be constructed or improved at the sole expense of the state as provided in this article. Such routes are hereby set forth and described as follows:

STATE ROUTE No. 1

Commencing at a point on the dividing line between Westchester county and New York, and running thence northerly through Mount Vernon to the dividing line between the town of Eastchester and the city of Mount Vernon, thence northerly along Post road to White Plains, thence southeasterly along Westchester avenue to Purchase street, thence northerly by Purchase street, by Rye lake and King street to state road, thence northerly by same to Armonk, thence easterly and northeasterly through the town of North Castle to Bedford village, thence northerly to Katonah, thence along the east side of the Croton river by Golden's bridge and Purdy's station to a point on the dividing line between Putnam and Westchester counties at or near Croton Falls, running thence northerly through the eastern portion of Putnam county by the way of Brewster, to a point on the dividing line between Dutchess and Putnam counties at or near Patterson, running thence northerly by the way of Pawling, Wingdale, Dover Plains, Amenia, to a point to be determined by the commission, on the dividing line between Columbia and Dutchess counties, running thence northerly in Columbia county by way of Copake to Chatham, thence northwesterly to a point at or near Valatie, running thence northerly to a point to be determined by the commission, on the dividing line between Rensselaer and Columbia counties, running thence northerly and northwesterly through the southwestern portion of Rensselaer county to a point to be determined by the commission on the Hudson river opposite or nearly opposite the city of Albany.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		WESTCHESTER COUNTY						
1	N. Y. City Line	Mt. Vernon: No. Corp. L.	5358	.....	.....	.....	.....	3.05
2	Mt. Vernon: No. Corp. Line	Bronxville: No. Corp. Line	5357	0.95	.....	.....	.....	.....
3	Tuckahoe: So. Corp. Line	Tuckahoe: No. Corp. Line	5362	0.25	.....	.....	.....	.....
4	Tuckahoe: No. Line	Scarsdale Town Line	5355	2.43	.....	.....	.....	.....
4A	Scarsdale Town Line	White Plains: So. Corp.	5606	.....	.....	.....	2.74	.....
5	White Plains: So. Corp. Line	White Plains: E. Corp. Line	5356	2.23	.....	.....	.....	.....
5A	White Plains: E. Corp. Line	Mamaroneck River, W. Br	503	.....	0.35	.....	.....	.....
5B	Mamaroneck River, W. Br	Mamaroneck River, E. Br	5321	1.64	.....	.....	.....	.....
5C	Mamaroneck River, E. Br	Purchase Street	503	.....	1.25	.....	.....	.....
6	Rye Road	Rye Pond, N. Y. C. Pav't	5226	3.88	.....	.....	.....	.....
6A	Rye Pond	Storr's Corners	N.Y.C.	.....	.....	0.23	.....	.....
7	N. Y. C. Pav't	Valhalla Road	5226	3.13	.....	.....	.....	.....
8	Valhalla Road	Armonk	35	.....	1.61	.....	.....	.....
9	Armonk	Byram Lake	5003	3.44	.....	.....	.....	.....
10	Byram Lake	Mt. Kisco Road	5146	3.34	.....	.....	.....	.....
11	Mt. Kisco Road	Bedford	51	.....	1.16	.....	.....	.....
11A	Bedford	Katonah Road	144	.....	0.27	.....	.....	.....
12	Cross River Road	Golden's Bridge	5298	7.03	.....	.....	.....	.....
13	Golden's Bridge	.....	5464	2.58	.....	.....	.....	.....
	.....	.....	262	.....	.....	0.03	.....	.....
	.....	Croton Falls	5464	2.16	.....	.....	.....	.....
14	Croton Falls	Putnam County Line	775	.....	0.26	.....	.....	.....
	(Note: N. Y. C., New York City)			33.06	4.88	0.26	2.74	3.05
		PUTNAM COUNTY						
1	Westchester County Line	Deans Corners	5006	1.80	.....	.....	.....	.....
2	Deans Corners	Brewster: So. Corp. Line	5438	1.64	.....	.....	.....	.....
3	Brewster: So. Corp. Line	Brewster: E. Corp. Line	5098	1.14	.....	.....	.....	.....
4	Brewster: E. Corp. Line	Akins Corners	5203	9.80	.....	.....	.....	.....
5	Akins Corners	Dutchess Co. Line	585	.....	0.73	.....	.....	.....
				14.38	0.73	.....	.....	.....
		DUTCHESS COUNTY						
1	Putnam Co. Line	Pawling: So. Corp. Line	343	.....	2.23	.....	.....	.....
2	Pawling: So. Corp. Line	Pawling: No. Corp. Line	5009	1.67	.....	.....	.....	.....
2A	Pawling: No. Corp. Line	Dover Town Line	612	.....	2.92	.....	.....	.....
3	Pawling Town Line	South Dover	5326	3.93	.....	.....	.....	.....
4	South Dover	Wassaic Steel Works	5460	10.87	.....	.....	.....	.....
5	Wassaic Steel Works	Amenia	537	.....	4.16	.....	.....	.....
6	Amenia	Delavergne Hill	5484	2.09	.....	.....	.....	.....
7	Delavergne Hill	Northeast Town Line	5580	.....	.....	.....	3.45	.....
8	Amenia Town Line	Shekomeko	5580	.....	.....	.....	3.52	.....
9	Shekomeko	Bethel	5628	.....	.....	.....	3.30	.....
10	Bethel	Pine Plains: Patchin Corners	5628	.....	.....	.....	3.49	.....
11	Patchin Corners	Columbia Co. Line	.....	.....	.....	.....	.....	0.91
				18.56	9.31	.....	13.76	0.91

STATE ROUTE No. 1 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		COLUMBIA COUNTY						
1	Dutchess Co. Line	Gallatinville	.....	.....	.....	.....	.....	3.30
2	Gallatinville	Ancram	.....	.....	.....	.....	.....	2.40
3	Ancram	West Copake	.....	.....	.....	.....	.....	4.50
4	West Copake	Copake Iron Works	.....	.....	.....	.....	.....	4.10
5	Copake Iron Works	Hillsdale	5347	4.85	.....	.....	.....	.....
6	Hillsdale	North Hillsdale	.....	.....	.....	.....	.....	4.20
7	North Hillsdale	Green River	.....	.....	.....	.....	.....	4.10
8	Green River	Austerlitz	.....	.....	.....	.....	.....	3.30
9	Austerlitz	Spencertown	5629	.....	.....	.....	5.02	.....
10	Spencertown	Chatham: E. Corp. Line	540	.....	3.09	.....	.....	.....
11-12	Chatham: E. Corp. Line	Chatham: W. Corp. Line	.....	.....	.....	.....	.....	1.40
13	Chatham W. Corp. Line	Race Track	.....	.....	.....	.....	.....	2.60
14	Race Track	Valatie: So. Corp. Line	.....	.....	.....	.....	.....	3.10
15-16	Valatie: So. Corp. Line	Valatie: Albany Street	.....	.....	.....	.....	.....	0.80
17	Valatie: Main Street	Valatie: St. John's Church	5104	0.16	.....	.....	.....	.....
18	Valatie: St. John's Church	Rensselaer Co. Line	5074	4.32	.....	.....	.....	.....
				9.33	3.09	.....	5.02	33.80
		RENSSELAER COUNTY						
1, 2	Columbia County Line	.....	5084	2.90	.....	.....	.....	.....
3	.....	Albany-Nassau Road	5029	2.78	.....	.....	.....	.....
4	Valatie Road	Schodack Center	536	.....	1.34	.....	.....	.....
5, 6	Schodack Center	Rensselaer: So. Corp. Line	202	.....	5.42	.....	.....	.....
7	Rensselaer: So. Corp. Line	Rensselaer: Akin Ave	5107	0.39	.....	.....	.....	.....
8	Rensselaer: Akin Ave	Rensselaer: Hudson River	City	.....	.....	0.40	.....	.....
				6.07	6.76	0.40	.....	.....
		Route totals	.....	81.40	24.77	0.66	21 52	37.76
			Total miles in Route No. 1					166.11

STATE ROUTE No. 2

Commencing at Jerome avenue on the dividing line between Westchester county and New York city and running thence northerly along Jerome avenue and Central Park avenue to Hartsdale, thence along the Sprain road and Landers road to Fair Grounds, thence northerly to cross road between Greenburgh, and Mount Pleasant, thence westerly along the same to the Saw Mill River road and the Tarrytown Lake road to Bedford road, thence along the Sleepy Hollow road northerly and westerly to the Albany post road, thence northerly along Albany post road through Briar Cliff, Ossining and Croton Landing, thence along Old Yorktown road to Cornell Dam, thence along westerly side of Croton lake to Dixie Hill, thence northerly along Croton avenue to Crompound road, thence westerly along Crompound road through Peekskill to Albany post road, thence northerly from Peekskill, to a point to be determined by the commission, on the dividing line between the towns of Phillipsburg, Putnam county, and Cortlandt. Westchester county, running thence northerly through the western portion of Putnam county to a point to be determined by the commission, on the dividing line between Dutchess and Putnam counties, running thence northerly by the way of the city of Poughkeepsie and Rhinebeck, to a point to be determined by the commission, on the dividing line between Columbia and Dutchess counties, running thence northerly, through Blue Store and Johnstown to Bell's Pond, and thence northerly along the Ancram turnpike and North avenue, to the city of Hudson, running thence northeasterly from the city of Hudson to a point at or near Valatie, connecting with route number one, as above described.

Amended by L. 1910, ch. 648.

Section number	FROM	TO	Highway number	Miles Completed: State	County	Town or corporation	Miles under contract	Approximate mileage to be built
	WESTCHESTER COUNTY							
1	N. Y. City Line	Greenburg Town Line	5359	6.48				
2	Yonkers Town Line	Elmsford-White Plains Rd.	5231	5.22				
2A	Dobbs Ferry Road	White Plains-Eastview Rd.	503		0.10			
3	Elmsford-White Plains Rd.	Elmsford-Eastview Road	5571				4.23	
3A	White Plains-Eastview Rd.	Eastview-McKeels Cors. Rd.	34		0.57			
3B	Eastview-Elmsford Road	Brown's Corners	52		0.04			
3C	Brown's Corners	Briarcliff Manor Road	5571				0.06	
4	Eastview	Albany Post Road	5360	5.04				
4A	Eastview Road	Ossining Town Line, Briarcliff	Town			0.07		
5	Mt. Pleasant Town Line	Briarcliff Manor: No. Corp. L.	5361	0.83				
6	Briarcliff Manor: No. Corp. L	Ossining: So. Corp Line	5364	0.31				
7	Ossining: So. Corp. Line	Ossining: Main Street	5482	1.44				
7A	Ossining: Main Street	Ossining: Broadway	Village			0.08		
7	Ossining: Broadway	Ossining: No. Corp. Line	5482	0.73				
8	Ossining: No. Corp. Line	Crotonville School House	5364	0.92				
9	Crotonville School House	Croton: Grand & Maple Sts.						2.25
10	Croton: Gr. & Maple Sts.	Peekskill-Yorktown Road						7.55
10A	Croton Ave.	Peekskill: East Corp. Line	331		1.52			
11	Peekskill: East Corp. Line	Peekskill: First Street						1.33
	Peekskill: First Street	Peekskill: Howard Street	Village			0.27		
12	Peekskill: Howard Street	Peekskill Creek	5363	0.94				
13	Peekskill Creek	Putnam County Line	5147	1.89				
				23.80	2.23	0.42	4.29	11.13
	Also:							
E	Crotonville: School House	Croton: River Bridge	5364	0.45				
				24.25	2.23	0.42	4.29	11.13
	PUTNAM COUNTY							
1	Westchester County Line	Garrison Road	5147	1.74				
2	Garrison Road	Hill Country House	5387	2.38				
3	Hill Country House	McKeel Corners	5156	4.35				
4, 5	McKeel Corners	Dutchess County Line	5149	4.17				
				12.64				
	DUTCHESS COUNTY							
1	Putnam County Line	Fishkill: Church Street	5150	3.66				
2	Fishkill: Church Street	Wappinger Falls: So. St.	5154	4.81				
3	Wappinger Falls: So. St.	Wappinger Falls: No. Corp. L	5549	0.88				
4	Wappinger Falls: No. Corp. L	Casper Creek	5050	2.14				
5	Casper Creek	Poughkeepsie: So. Corp. L.	223		3.90			
6	Poughkeepsie: So. Corp. L.	Poughkeepsie: Livingston St.	5489	0.18				

STATE ROUTE No. 2 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	DUTCHESS COUNTY — Concluded							
6A	Poughkeepsie: Livingston St.	Poughkeepsie: Mansion St...	City	.....	.....	1.00	.....	.....
7	Poughkeepsie: Mansion St...	Poughkeepsie: No. Corp. L..	5489	0.61	.....	.....	.....	.....
7A	Poughkeepsie: No. Corp. L..	Hyde Park Town Line.....	9003	.....	.....	1.46	.....	.....
8	Poughkeepsie Town Line....	Hyde Park.....	453	.....	4.00	.....	.....	.....
8A	Hyde Park.....	Vanderbilt Road.....	9004	.....	.....	0.83	.....	.....
9	Vanderbilt Road.....	Rhinebeck Town Line.....	5135	5.22	.....	.....	.....	.....
10	Hyde Park Town Line.....	Rhinebeck: So. Corp. L.....	432	.....	3.26	.....	.....	.....
11, 12	Rhinebeck: So. Corp. Line...	Red Hook Town Line.....	5092	4.15	.....	.....	.....	.....
13	Rhinebeck Town Line.....	Red Hook: So. Corp. Line...	552	.....	1.30	.....	.....	.....
14	Red Hook: So. Corp. Line...	Red Hook: No. Corp. Line...	5095	1.33	.....	.....	.....	.....
15	Red Hook: No. Corp. Line...	Columbia County Line.....	552	.....	4.24	.....	.....	.....
				22.98	16.70	3.29	.....	.....
	COLUMBIA COUNTY							
1	Dutchess County Line.....	Jansen Kill Creek.....	589	.....	3.77	.....	.....	.....
2	Jansen Kill Creek.....	Livingston.....	5004	2.64	.....	.....	.....	.....
3	Livingston.....	Bell Pond.....	5072	3.59	.....	.....	.....	.....
4, 5	Bell Pond.....	Hudson: So. Corp. Line.....	5073	5.08	.....	.....	.....	.....
6	Hudson: So. Corp. Line.....	Hudson: E. Corp. Line.....	5574	1.17	.....	.....	.....	.....
7	Hudson: E. Corp. Line.....	Stockport: Town Line.....	341	.....	2.60	.....	.....	.....
8	Stockport: Town Line.....	Stottville.....	649	.....	0.21	.....	.....	.....
9, 10	Stottville.....	Stuyvesant Falls.....	5103	5.20	.....	.....	.....	.....
11-13	Stuyvesant Falls.....	Route No. 1, Valatie.....	5104	5.49	.....	.....	.....	.....
				23.17	6.59	.....	.....	.....
		Route totals.....	.....	83.04	25.52	3.71	4.29	11.13
				Total miles in Route No. 2.....				127 69

STATE ROUTE No. 3

Commencing at a point to be determined by the commission, on the dividing line between the towns of Orangetown, Rockland county, and the state of New Jersey, running thence northerly through the eastern portion of Rockland county by the way of points at or near Nyack and Haverstraw, to a point to be determined by the commission, on the dividing line between Orange and Rockland counties, running thence northerly through the eastern portion of Orange county to the city of Newburgh, thence northerly from the city of Newburgh to a point to be determined by the commission, on the dividing line between Ulster and Orange counties, running thence northerly through the eastern portion of Ulster county to a point on the Rondout creek at or near the present chain ferry known as the "Sleightsburgh Ferry," thence over said creek into the city of Kingston by suitable bridge to be constructed and maintained by the commission, running thence northerly from the city of Kingston to a point to be determined by the commission, on the dividing line between Greene and Ulster counties, running thence northerly through the eastern portion of Greene county to points at or near Catskill, Athens and Coxsackie, to a point to be determined by the commission, on the dividing line between Albany and Greene counties, running thence northerly to the city of Albany.

Amended by L. 1912, ch. 157.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ROCKLAND COUNTY						
1	New Jersey State Line	Sparkill: Cartaret Road	5512					2.39
2	Sparkill: Highland Avenue	Piermont: S. W. Corp. Line	728		0.08			
2A	Piermont: S. W. Corp. Line	Piermont: ——— St.						0.35
3	Piermont: ——— St.	Grand View: So. Corp. Line	5512					1.36
3A	Grand View: So. Corp. Line	Nyack: So. Corp. Line						1.20
	Nyack: So. Corp. Line	Nyack: No. Corp. Line	Village			0.56		1.89
4	Nyack: No. Corp. Line	Congers				0.53		4.47
5	Congers	Long Clove	5002	1.61				
6	Long Clove	Haverstraw: Main Street	5165	2.16				
7	Haverstraw: Main Street	West Haverstraw: Thiells Av.	5389	1.56				
8	West Haverstraw: Thiells Av.	Tompkins Cove						3.90
9, 10	Tompkins Cove	Orange County Line	593		5.82			
				5.33	5.90	1.09		15.56
		ORANGE COUNTY						
1	Rockland County Line	Garrison Farms	5480	1.48				
2	Garrison Farms	Highland Falls: So. Corp. L.						2.10
3	Highland Falls: So. Corp. L.	Highland Falls: Mt. Ave.						0.48
4	Highland Falls: Main St.	West Point-Ct. Valley Road	Rt. 4	*2.14				
5	Mountain Avenue	Storm King Road	5573				1.17	
6	Reservation Road		5498				1.27	
7, 8		Cornwall: Bay View Ave.	5572				2.76	
9	Cornwall: Storm King Road	Cornwall: Main Street						2.00
9A	Cornwall: Hudson Street	N. Y., O. & W. R. R., South	415		1.00			
10	N. Y., O. & W. R. R., South	N. Y., O. & W. R. R., North	5591	0.38				
10A	N. Y., O. & W. R. R., North	Woodlawn Cemetery	415		1.63			
11	Woodlawn Cemetery	Newburg: So. Corp. Line	42		1.02			
12–14	Newburg: So. Corp. Line	Newburg: No. Corp. Line	City			2.20		
15	Newburg: No. Corp. Line	Balmville						1.25
16	Balmville	Cedar Hill Cemetery	5007	3.28				
17	Cedar Hill Cemetery	Ulster County Line	5176	1.10				
				6.24	3.65	2.20	5.20	5.83
		ULSTER COUNTY						
1	Orange County Line	Marlboro: So. Corp. Line	5176	1.08				
2	Marlboro: So. Corp. Line	Milton	5114	3.82				
3	Milton	Lloyd Town Line	5001	1.57				
4	Marlboro Town Line	Highland	231		3.30			
4A	Highland	Esopus Town Line	231		3.78			
5, 6	Lloyd Town Line	Ulster Park	5508	6.50				
7	Ulster Park	Sleightsburg	310		3.84			
8	Sleightsburg	Kingston: Abeel Street	5599A					0.49
8A	Kingston: Abeel Street	Kingston: Albany Ave.	City			1.75		
9	Kingston: Albany Ave.	Kingston: No. Corp. Line	City			1.10		
10	Kingston: No. Corp. Line	Katrine	5000	3.23				
11	Katrine	Saugerties: So. Corp. Line	228		5.66			
12–13	Saugerties: So. Corp. Line	Saugerties: No. Corp. Line	5601				1.85	
14–15	Saw Kill Creek	McGee's	5169	3.57				
15A	McGee's	Greene County Line	R. R.				0.10	
	(Note: R.R., built by Railroad)							
				19.77	16.58	2.85	1.95	0.49
		Also:						
9	Eddyville Bridge		5192	0.24				
				†20.01	16.58	2.85	1.95	0.49

*Not included in total.

STATE ROUTE No. 3 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		GREENE COUNTY						
0	Ulster County Line	Smith Landing Road	R. R.				0.23	
1	Smith Landing Road	Young's Corners	5166	3.87				
2	Young's Corners	Catskill: W. Corp. Line	5027	1.94				
3	Catskill: W. Corp. Line	Catskill: Division Street	5366	0.86				
4	Catskill: Division Street	Catskill: Creek Bridge	5409	0.23				
	Catskill: Creek Bridge	Catskill: ———— St.	Village			0.18		
5	Catskill: ———— St.	Catskill: No. Corp. Line	5366	0.88				
6	Catskill: No. Corp. Line	Athens: So. Corp. Line	5367	2.85				
7	Athens: So. Corp. Line	Athens: No. Corp. Line	5367	3.12				
8, 9	Athens: No. Corp. Line	Coxsackie: So. Corp. Line	5368	3.92				
10	Coxsackie: So. Corp. Line	Coxsackie: W. Corp. Line	5369	2.22				
11, 12	Coxsackie: W. Corp. Line	New Baltimore Road	5198	4.62				
13	New Baltimore Road	Albany County Line	5370	2.70				
	(Note: R.R., built by Railroad Co.)							
				27.21		0.18	0.23	
		ALBANY COUNTY						
1	Greene County Line	Ravena						0.77
2	Ravena	Coeyman Creek						3.80
3	Coeyman Creek	Becker Corner-Selkirk Road						2.10
4	Becker Corner-Selkirk Road	Becker Corners	193		0.82			
5	Becker Corners	Bethlehem Center						4.13
6	Bethlehem Center	Albany: So. Corp. Line	5499	2.38				
				2.38	0.82			10.80
		Route totals		61.17	26.95	6.32	7.38	32.68
				Total miles in Route No. 3				134.50

STATE ROUTE No. 3A

Commencing at a point, to be determined by the commission, on the Delaware river at or near the city of Port Jervis in Orange county, running thence northwesterly along the Delaware river, as nearly as practicable, to a point to be determined by the commission on the dividing line between Sullivan and Delaware counties, thence to the village of Hancock, connecting with route number four.

Amended by L. 1911, ch. 265.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ORANGE COUNTY						
1	Delaware River Bridge	Port Jervis: E. Main St.	City			0.55		
2	Port Jervis: Pike St.	Port Jervis: Grand View Av.	City			0.52		
3	Port Jervis: W. Main St.	Port Jervis: W. Corp. Line	City			0.29		
4	Port Jervis: W. Corp. Line	Old Bolton Basin	412		2.33			
5	Old Bolton Basin	Mongaup River						3.20
					2.33	1.36		3.20
		SULLIVAN COUNTY						
1	Mongaup River	Upper Mongaup						2.20
2	Upper Mongaup	Glen Spey–Pond Eddy Rd.						3.20
3	Glen Spey–Pond Eddy Rd.	Highland Town Line						2.60
4	Lumberland Town Line	Eldred						2.20
5	Eldred	Blind Pond						2.60
6	Blind Pond	Beaver Brook						2.00
7	Beaver Brook	Swamp Mills						3.00
8	Swamp Mills	Lava–Tusten Road						1.80
9	Lava–Tusten Road	Narrowsburg–Lava Road						2.60
10	Narrowsburg–Lava Road	Cochecton Town Line						2.50
11	Tusten Town Line	Cochecton						3.90
12	Cochecton	Delaware Town Line						2.30
13	Cochecton Town Line	Callicoon Depot						3.00
14	Callicoon Depot	Fremont Town Line						2.90
15	Delaware Town Line	Basket–Freemont Ctr. Rd.						2.85
16	Basket-Freemont Ctr. Rd.	Delaware Co. Line						2.83
								42.48
		DELAWARE COUNTY						
1, 2	Sullivan County Line	Sand Pond						5.70
3, 4	Sand Pond	French Woods						4.60
5	French Woods	Hancock: So. Corp. Line						2.10
6	Hancock: So. Corp. Line	Hancock: Route No. 4						0.50
								12.90
		Route totals			2.33	1.36		58.58
				Total miles in Route No. 3A				62.27

STATE ROUTE No. 4

Commencing at a point to be determined by the commission on route number three, running thence through Orange county by the way of Middletown to a point to be determined by the commission, on the dividing line between Sullivan and Orange counties, running thence westerly and northerly through Sullivan county by the way of Monticello to a point to be determined by the commission, on the dividing line between Delaware and Sullivan counties, thence to Deposit, on the dividing line between Broome and Delaware counties, running thence westerly by the way of Windsor to the city of Binghamton, running thence westerly from the city of Binghamton by the way of Lestershire and Endicott, to a point to be determined by the commission, on the dividing line between Tioga and Broome counties, running thence westerly through the southern portion of Tioga county, to a point to be determined by the commission, on the dividing line between Chemung and Tioga counties, running thence westerly and northwesterly through the southern portion of Chemung county, to the city of Elmira, running thence northerly from the city of Elmira to a point at or near Horseheads, running thence westerly to a point to be determined by the commission on the dividing line between Steuben and Chemung counties, running thence westerly and northwesterly by the way of Corning, Addison and Canisteo, to the city of Hornell, running thence northwesterly and southwesterly from the city of Hornell to a point at or near Almond on the dividing line between Allegany and Steuben counties, running thence southwesterly to Wellsville, running thence northwesterly and westerly by the way of Belmont, Belvidere and Friendship and Cuba, to a point to be determined by the commission on the dividing line between Cattaraugus and Allegany counties, running thence southwesterly to the city of Olean, running thence westerly and northwesterly from the city of Olean by the way of Salamanca, Little Valley, Napoli and Randolph, to a point to be determined by the commission, on the dividing line between Chautauqua and Cattaraugus counties, running thence westerly to the city of Jamestown, thence northwesterly by the way of Mayville, to Westfield.

Amended by L. 1911, ch. 747.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ORANGE COUNTY						
1	Route No. 3, Highland Falls	Mine Lake	5328	4.93	.....	.....	.....	.....
			5328A	0.90	.....	.....	.....	.....
2	Mine Lake	Central Valley: Albany Turn.	5328	6.27	.....	.....	.....	.....
3	Central Valley: Mt. Ave.	"The Pines"	157	.....	0.47	.....	.....	.....
4	"The Pines"	Edwards Corners	115	.....	1.13	.....	.....	.....
5	Edwards Corners	Harriman	.....	.....	.....	.....	.....	0.60
6	Harriman	Monroe: So. Corp. Line	46	.....	1.51	.....	.....	.....
7	Monroe: So. Corp. Line	Oxford	5144	3.31	.....	.....	.....	.....
8	Oxford	L. & H. R. R. Crossing	5297	2.83	.....	.....	.....	.....
	L. & H. R. R. Crossing	East Chester	.....	.....	.....	.....	.....	0.37
	East Chester	Chester: No. Corp. Line	5297	1.11	.....	.....	.....	.....
9	Chester: No. Corp. Line	Otter Kill	156	.....	1.36	.....	.....	.....
10	Otter Kill	Goshen: So. Corp. Line	.....	.....	.....	.....	.....	1.56
11-12	Goshen: So. Corp. Line	Goshen: No. Corp. Line	.....	.....	.....	.....	.....	1.26
13	Goshen: No. Corp. Line	Middletown: So. Corp. Line	.....	.....	.....	.....	.....	5.24
14	Middletown: So. Corp. Line	Middletown: South Street	City	.....	.....	0.75	.....	.....
15	Middletown: Geising St.	Middletown: Wickham Ave.	City	.....	.....	0.75	.....	.....
16	Middletown: Wickham Ave.	Middletown: No. Corp. Line	City	.....	.....	0.80	.....	.....
17	Middletown: No. Corp. Line	Sullivan County Line	5210	6.78	.....	.....	.....	.....
				26.13	4.47	2.30	.....	9.03
		SULLIVAN COUNTY						
1	Orange County Line	R. R. Crossing (East)	5510	.....	.....	.....	3.02	.....
2	R. R. Crossing (East)	R. R. Crossing (West)	5510A	.....	.....	.....	0.43	.....
3	R. R. Crossing (West)	Sullivan Co. Club	5510	.....	.....	.....	5.16	.....
4	Sullivan Co. Club	Neversink River (East)	5457	3.68	.....	.....	.....	.....
5	Neversink River (East)	Bridgeville	5457A	0.72	.....	.....	.....	.....
6	Bridgeville	Monticello: E. Corp. Line	5457	2.80	.....	.....	.....	.....
7	Monticello: E. Corp. Line	Monticello: W. Corp. Line	5490	1.56	.....	.....	.....	.....
8	Monticello: W. Corp. Line	Kinne Brook	5035	2.48	.....	.....	.....	.....
9	Kinne Brook	Liberty Town Line	5322	4.16	.....	.....	.....	.....
10	Thompson Town Line	Liberty: So. Corp. Line	5322	4.29	.....	.....	.....	.....
11	Liberty: So. Corp. Line	Liberty: No. Corp. Line	5296	1.37	.....	.....	.....	.....
12	Liberty: No. Corp. Line	Livingston Manor	5223	8.54	.....	.....	.....	.....
13, 14	Livingston Manor	Delaware County Line	5234	8.44	.....	.....	.....	.....
				38.04	.....	.....	8.61	.....

STATE ROUTE No. 4 — Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		DELAWARE COUNTY						
1-3	Sullivan County Line	Horton	5340	6.84				
4-6	Horton	East Branch Bridge	5383	7.21				
7	East Branch Bridge	Tyler Switch	5246	6.50				
8	Tyler Switch	Hancock: W. Corp. Line	5456	6.91				
9, 10	Hancock: W. Corp. Line		5167	8.64				
11		Deposit: Myrtle Ave	5045	2.96				
11A	Deposit: Myrtle Ave	Deposit: Del. River Bridge	5045	0.08				
12	Deposit: Del. River Br	Broome County Line	5338	0.38				
				39.52				
		BROOME COUNTY						
1	Delaware County Line	Deposit: W. Corp. Line	5338	0.85				
2	Deposit: W. Corp. Line	Ouquaga Station	265		2.78			
3	Ouquaga Station	Gulf Summit Road	5338	2.95				
4 5	Gulf Summit Road	Windsor: W. Corp. Line	5338	9.56				
6	Windsor: W. Corp. Line	Occanum	5241	3.15				
7	Occanum	W. Windsor	5148	3.68				
8	W. Windsor	Park Bridge	5022	3.00				
8A	Park Bridge	Binghamton: E. Corp. Line	127		2.06			
9	Binghamton: E. Corp. Line	Binghamton: State Hospital	5390	0.83				
10	Binghamton: State Hospital	Binghamton: Alice St	5339	1.05				
11	Binghamton: Alice St	Binghamton: Oak St	City			1.84		
12	Binghamton: Oak St	Binghamton: W. Corp. Line	5377	1.49				
13	Binghamton: W. Corp. Line	Lestershire: So. Corp. Line	444		1.14			
14	Lestershire: So. Corp. Line	D., L. & W. R. R. (South)	5377	0.17				
	D., L. & W. R. R. (South)	D., L. & W. R. R. (North)						0.20
	D., L. & W. R. R. (North)	Lestershire: Main St. ext	5377					0.25
15	Lestershire: Riverside Drive	Hooper	125		2.93			
	Hooper	Union: E. Corp. Line	174		2.17			
16	Union: E. Corp. Line	Susquehanna River Bridge	5412	0.28				
	Susquehanna River Bridge	Mercereau Crossing	420		1.63			
17	Mercereau Crossing	Harris Crossing	5215	0.77				
18	Harris Crossing	Tioga County Line	420		1.22			
				27.78	13.93	1.84		0.45
		TIOGA COUNTY						
1-6	Broome County Line	Owego: Court St. Bridge	5215	9.95				
7	Owego: Court St. Bridge	Owego: Park and Main Sts	Village			0.18		
8	Owego: Park St	Smithboro	5257	9.71				
9	Smithboro	Wilsons	5168	4.47				
	Wilsons	Swartwoods	5429	0.66				
	Swartwoods	Hanna Corners	5168	0.87				
10	Hanna Corners	Waverly: Main St	5049	2.56				
11	Waverly: Main St	Waverly; E. End School	5333	1.28				
12	Waverly: E. End School	Chemung County Line	5289	0.97				
				30.47		0.18		
		CHEMUNG COUNTY						
1	Tioga County Line	Wynkoop Creek	5289	2.68				
2, 3	Wynkoop Creek		5218	4.27				
4		Lowman	5048	2.51				
5	Lowman	Elmira: E. Corp. Line	5207	5.47				
6	Elmira: E. Corp. Line	Elmira: Madison Ave	5392	0.76				
7	Elmira: E. Water St	Elmira: Division St	City			1.40		
8	Elmira: Lake St	Elmira: No. Corp. Line	1195		1.14			
9	Elmira: No. Corp. Line	Elmira Heights: So. Corp. L.	357		0.08			
10	Elmira Heights: So. Corp. L.	Elmira Heights: No. Corp. L.	725		0.90			
11	Elmira Heights: No. Corp. L.	Horseheads: So. Corp. Line	357		1.49			
12	Horseheads: So. Corp. Line	Horseheads: W. Corp. Line	5162	0.99				
13-15	Horseheads: W. Corp. Line	Steuben County Line	358		7.08			
				16.68	10.69	1.40		

STATE ROUTE No. 4 — Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		STEUBEN COUNTY						
1	Chemung County Line	Corning: Chemung River	742		4.33			
2	Corning: Chemung River	Corning: Conhocton St.	5401	0.26				
	Corning: Conhocton St.	Corning: Flint Ave.	City			1.71		
	Corning: Flint Ave.	Corning: W. Corp. Line	5401	0.59				
3, 4	Corning: W. Corp. Line		5026	3.49				
5			5094	2.49				
6–8		Addison: So. Corp. Line	5349	5.11				
9–11	Addison: So. Corp. Line	Jasper	5253	17.07				
12, 13	Jasper	Canisteo: North St.	5348	12.82				
14	Canisteo: North St.	Hornell: So. Corp. Line	5212	3.94				
15	Hornell: So. Corp. Line	Hornell: St. James Hospital	5353	0.13				
16	Hornell: St. James Hospital	Hornell: Main and Wash. Sts.	City			1.22		
17	Hornell: Main and Wash. Sts.	Hornell: W. Corp. Line	5342	0.56				
18	Hornell: W. Corp. Line	Allegany County Line	5255	3.85				
				50.31	4.33	2.93		
		Also:						
	Addison Vil.: Main St.	Addison Vil.: Erie Depot	5349	0.15				
				50.46	4.33	2.93		
		ALLEGANY COUNTY						
1–4	Steuben County Line	Andover: No. Corp. Line	5502	12.06				
5	Andover: No. Corp. Line	Andover: W. Corp. Line	5419	1.51				
6	Andover: W. Corp. Line	Wellsville: E. Corp. Line	5481	7.22				
7	Wellsville: E. Corp. Line	Wellsville: So. Main St.	5483	0.76				
	Wellsville: E. Dyke St.	Wellsville	Village			1.23		
8	Wellsville	Amity Town Line	5129	4.50				
9	Scio Town Line	Belmont: W. Corp. Line	5476	4.66				
10, 11	Belmont: W. Corp. Line	Friendship: E. Corp. Line	5341	6.80				
12	Friendship: E. Corp. Line	P. S. & N. R. R., East	5312	1.16				
	P. S. & N. R. R., East	P. S. & N. R. R., West	5312-B	0.17				
13	P. S. & N. R. R., West	Hubbell Corner	5312	4.78				
14	Hubbell Corner	Cuba: Genesee St.	5174	2.33				
	Cuba: Main St.	Cuba: Penn. R. R.	Rt16	*0.20				
15	Cuba; Genesee St.	Cattaraugus County Line	5174	1.90				
				47.85		1.23		
		Also:						
	Cuba: Genesee St.	Cuba: Erie R. R.	5174	0.35				
				48.20		1.23		
		CATTARAUGUS COUNTY						
1	Allegany County Line	Boyington Corner	5174	0.12				
2, 3	Boyington Corner	Olean Town Line	5137	8.77				
4	Hinsdale Town Line	Olean: No. Corp. Line	5066	2.94				
5	Olean: No. Corp. Line	Olean: No. Union St.	5099	0.36				
	Olean: Main St.	Olean: West State Street	City			0.65		
	Olean: No. Union St.	Olean: 15th St.	City			0.95		
6	Olean: 15th St.	Allegany: Second St.	601		3.09			
7	Allegany: Second St.	Vandalia	5264	4.50				
8	Vandalia	Carrollton	5430	3.88				
9	Carrollton	Killbuck	5418	4.41				
10	Killbuck	Salamanca: Erie R. R.	5265	1.07				
	Salamanca: Erie R. R.	Salamanca: Main St.	City			0.75		
	Salamanca: Wildwood St.	Salamanca: Broad St.	City			0.20		
	Salamanca: Main St.	Salamanca: Frank St.	City			0.30		
11	Salamanca: Frank St.	Little Valley Town Line	5265	3.24				
12	Salamanca Town Line	Napoli Town Line	5259	6.83				
13	Little Valley Town Line	Napoli						4.00
14	Napoli	East Randolph						3.80
15	East Randolph	Chautauqua County Line	5258	6.74				
				42.86	3.09	2.85		7.80

* Not included in total.

STATE ROUTE No. 4 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		CHAUTAUQUA COUNTY						
1, 2	Cattaraugus County Line	Poland Center	5151	5.19	.....	.....	.....	.....
3	Poland Center	Ellicott Town Line	5053	2.54	.....	.....	.....	.....
4	Poland Town Line	Falconer: E. Corp. Line	698	.....	1.03	.....	.....	.....
5	Falconer: E. Corp. Line	Jamestown: E. Corp. Line	5067	1.06	.....	.....	.....	.....
6	Jamestown: E. Corp. Line	Jamestown: W. 8th St.	City	.....	.....	2.30	.....	.....
7	Jamestown: W. 8th St.	Jamestown: W. Corp. Line	5201	1.48	.....	.....	.....	.....
8	Jamestown: W. Corp. Line	Bemus Pt.: So. Corp. Line	5217	7.96	.....	.....	.....	.....
9	Bemus Pt.: So. Corp. Line	Starr Farm	5245	5.95	.....	.....	.....	.....
10	Starr Farm	Mayville: Main St.	5263	5.47	.....	.....	.....	.....
10½	Mayville: Chautauqua St.	Mayville: No. Corp. Line	5596	.....	.....	.....	0.79	.....
11	Mayville: No. Corp. Line	Westfield: So. Corp. Line	5434	4.50	.....	.....	.....	.....
12	Westfield: So. Corp. Line	Westfield: Main St.	5320	1.07	.....	.....	.....	.....
				35.22	1.03	2.30	0.79	.....
		Route totals	.....	355.37	37.54	15.03	9.40	17.28
		Total miles in Route No. 4						434.62

STATE ROUTE No. 4A

Beginning at the city of Binghamton, on route number four, running thence northerly and northwesterly to Whitney Point, running thence northwesterly along the Tioughnioga river, by way of Lisle and Killawog, through a point to be determined by the highway commission on the dividing line between Broome and Cortland counties, to Marathon, and from thence through Messengerville and Blodgett Mills, to Cortland, as determined by the commission, connecting thereat with route number nine.

Amended by L. 1911, ch. 807.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		BROOME COUNTY						
	Binghamton: Route 4	Chenango Forks	Rt. 8	*0.82	*4.64	*0.63	.....	*5.80
1-2	Chenango Forks	Itasca	.....	.....	.....	.....	.....	5.43
3-4	Itasca	Whitney Pt.: So. Corp. L.	.....	.....	.....	.....	.....	3.00
5-7	Whitney Pt.: So. Corp. L.	Whitney Pt.: No. Corp. L.	.....	.....	.....	.....	.....	2.05
8	Whitney Pt.: No. Corp. L.	Lisle: So. Corp. Line	.....	.....	.....	.....	.....	1.00
9-11	Lisle: So. Corp. Line	Lisle: East Corp. Line	.....	.....	.....	.....	.....	0.70
12	Lisle: East Corp. Line	Cortland County Line	.....	.....	.....	.....	.....	4.40
				.....	.....	.....	.....	16.53
		CORTLAND COUNTY						
1	Broome Co. Line	Marathon: So. Corp. Line	5595	1.90	.....	.....	.....	.....
2	Marathon: So. Corp. Line	.....	5595	1.85	.....	.....	.....	.....
3	.....	Messengerville	.....	.....	.....	.....	.....	2.20
4	Messengerville	Snyder Hill	.....	.....	.....	.....	.....	3.50
5	Snyder Hill	Blodgett Mills	.....	.....	.....	.....	.....	3.60
6	Blodgett Mills	.....	.....	.....	.....	.....	.....	1.80
7	.....	Cortland: E. Corp. Line	111	.....	0.75	.....	.....	.....
8	Cortland: E. Corp. Line	Cortland: Port Watson St.	City	.....	.....	0.40	.....	.....
	Cortland: ———— St.	Cortland: Main St., Rt. 9	Rt. 10	.....	.....	*0.95	.....	.....
				3.75	0.75	0.40	.....	11.10
		Route totals	.....	3.75	0.75	0.40	.....	27.68
		Total miles in Route No. 4A						32.58

* Not included in total.

STATE ROUTE No. 4B

Beginning at a point on route number four to be determined by the commission, at or near Canisteo, in the county of Steuben, running thence southerly by way of Greenwood to Rexville; running thence southerly and westerly to a point to be determined by the commission on the dividing line between the counties of Steuben and Allegany; and running thence southerly and westerly to Whitesville, Allegany county.

Amended by L. 1912, ch. 474.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	STEUBEN COUNTY							
1	Canisteo: Hornell St., Rt. 4.	Hartsville Road	5537	1.72	.....	.....	.....	.....
2	Hartsville Road	Bennett Creek	.....	.....	.....	.....	.....	3.66
3	Bennett Creek	N. Y. & P. R. R.	.....	.....	.....	.....	.....	1.44
4	N. Y. & P. R. R.	Greenwood: Bennett Creek	.....	.....	.....	.....	.....	3.61
5	Greenwood: Bennett Cr.	Rexville	.....	.....	.....	.....	.....	3.40
6	Rexville	N. Y. & P. R. R.	.....	.....	.....	.....	.....	2.56
7	N. Y. & P. R. R.	Allegany County Line	.....	.....	.....	.....	.....	3.97
				1.72	.....	.....	.....	18.64
	ALLEGANY COUNTY							
1	Steuben County Line	Whitesville	.....	.....	.....	.....	.....	2.19
				.....	.....	.....	.....	2.19
		Route totals	.....	1.72	.....	.....	.....	20.83
		Total miles in Route No. 4B						22.55

STATE ROUTE No. 5

Commencing at the city of Kingston, running thence to a point on the boulevard to be erected by the city of New York near the present village of West Hurley, thence northerly and westerly by the way of Woodstock, Bearsville and Pine Hill, to a point to be determined by the commission, on the dividing line between Delaware and Ulster counties, running thence westerly to Margaretville, running thence northerly by the way of Roxbury to Grand Gorge, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schoharie and Delaware counties, running thence northwesterly and westerly to a point to be determined by the commission, on the dividing line between Delaware and Schoharie counties, running thence northwesterly and westerly by the way of Harpersfield, North Kortright and Davenport, to a point to be determined by the commission, on the dividing line between Otsego and Delaware counties, running thence to Oneonta, Otsego county, running thence northeasterly along route number seven to Colliers; running thence northerly in Otsego county by the way of Cooperstown and Richfield Springs to a point to be determined by the commission, on the dividing line between Herkimer and Otsego counties; running thence northerly to Mohawk connecting with route number six.

Amended by L. 1910, ch. 573.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ULSTER COUNTY							
	Route No. 3, Albany Ave.	Kingston: No. Corp. Line	City	.....	.....	1.00	.....	.....
1	Kingston: No. Corp. Line	West Hurley	5173	4.82	.....	.....	.....	.....
2	West Hurley	Woodstock Road	N.Y.C	.....	.....	2.40	.....	.....
3	Glenford Road	Woodstock	5570	2.97	.....	.....	.....	.....
4	Woodstock	Bearsville	37	.....	2.39	.....	.....	.....
5	Bearsville	Wittenberg	.....	.....	.....	.....	.....	3.30
6	Wittenberg	Beechford	.....	.....	.....	.....	.....	3.58
7	Beechford	Mt. Pleasant	16	.....	5.45	.....	.....	.....
8	Mt. Pleasant	Phoenicia	16	.....		.....	.....	.....

STATE ROUTE No. 5 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ULSTER COUNTY — Concluded							
9	Phoenicia	Allaben	117	.....	5.09	.....	.....	.....
10	Allaben	Big Indian	31	....	5.72	.....	.....	.....
11	Big Indian	Pine Hill: So. Corp. Line	31					
12	Pine Hill: So. Corp. Line	Delaware County Line	5177	2.30	.....	.....	.....	.....
	(Note: N.Y.C., New York City)			10.09	18.65	3.40	.....	6.88
	DELAWARE COUNTY							
1	Ulster County Line	Griffin Corners	5177	1.34	.....	.....	.....	.....
2	Griffin Corners	Fleischmanns	38	.....	1.57	.....	.....	.....
3	Fleischmanns	Margaretville: E. Corp. L.	239	.....	4.96	.....	.....	.....
4	Margaretville: E. Corp. L.	Halcottsville	5384	6.13	.....	.....	.....	.....
5	Halcottsville	Roxbury	5450	6.09	.....	.....	.....	.....
6	Roxbury	Roxbury: E. Branch Bridge	216	.....	0.75	.....	.....	.....
7	Roxbury: E. Branch Bridge	Grand Gorge Station	5459	5.66	.....	.....	.....	.....
8	Grand Gorge Station	Grand Gorge	217	.....	1.00	.....	.....	.....
9	Grand Gorge	Schoharie County Line	5343	3.42	.....	.....	.....	.....
	(Continued Below)							
	SCHOHARIE COUNTY							
1	Delaware County Line (Town of Roxbury)	Delaware County Line (Town of Stamford)	5343	3.01	.....	.....	.....	.....
	DELAWARE COUNTY — Concluded							
9A	Schoharie County Line	Stamford: E. Corp. Line	5343	0.85	.....	.....	.....	.....
10	Stamford: E. Corp. Line	Stamford: W. Corp. Line	5343	1.34	.....	.....	.....	.....
10A	Stamford: W. Corp. Line	Harpersfield	5343	3.47	.....	.....	.....	.....
11	Harpersfield	North Kortright	5443	3.64	.....	.....	.....	.....
11A	North Kortright	Davenport Town Line	5443	3.03	.....	.....	.....	.....
12	Kortright Town Line	Davenport	5443	3.10	.....	.....	.....	.....
12A	Davenport	Davenport Center	5443	4.65	.....	.....	.....	.....
13, 14	Davenport Center	Otsego County Line	5455	5.39	.....	.....	.....	.....
				48.11	8.28	.....	.....	.....
	OTSEGO COUNTY							
1	Delaware County Line	Oneonta: Luther St	5455	2.50	.....	.....	.....	.....
2	Oneonta: Luther St	Route No. 7: Chestnut St	City	.....	.....	0.39	.....	.....
	Oneonta: Chestnut St	Colliers	Rt. 7	*1.36	*3.12	*0.86	.....	.....
3	Colliers	Milford Center	318	.....	2.03	.....	.....	.....
4, 5	Milford Center	Milford: So. Corp. Line	674	.....	5.90	.....	.....	.....
6	Milford: So. Corp Line	Milford: Main St	783	.....	0.33	.....	.....	.....
7	Milford: Main St	Hartwick Seminary	5445	7.78	.....	.....	.....	.....
8	Hartwick Seminary	Cooperstown: So. Corp. L.	5445					
9 A, B	Cooperstown: So. Corp. L.	Cooperstown: No. Corp. L.	.....	.....	.....	.....	.....	1.50
10	Cooperstown: No. Corp. L.	Fly Creek	.....	.....	.....	.....	.....	2.10
11	Fly Creek	Exeter Town Line	.....	.....	.....	.....	.....	4.10
12	Otsego Town Line	Lake View Point	.....	.....	.....	.....	.....	3.50
13	Lake View Point	Trout Brook Bridge	5037	3.50	.....	.....	.....	.....
14	Trout Brook Bridge	Richfield Spgs.: Main St.	5524	.....	.....	.....	0.66	.....
	Richfield Spgs.: Prospect St.	Richfield Spgs.: Church St.	1409	.....	.....	.....	0.40	.....
15	Richfield Spgs.: Main St.	Herkimer County Line	5524	.....	.....	.....	0.38	.....
				13.78	8.26	0.39	1.44	11.20
	HERKIMER COUNTY							
1, 2	Otsego County Line	Jordanville	5524	5.27	.....	.....	.....	.....
3	Jordanville	Paines Hollow	5584	4.21	.....	.....	.....	.....
4	Paines Hollow	Ford Creek	5579	.....	.....	.....	4.48	.....
5	Ford Creek	Mohawk: So. Corp. Line	5579	.....	.....	.....	2.07	.....
6	Mohawk: So. Corp. Line	Mohawk	5631	.....	.....	.....	0.71	.....
7	Mohawk	Mohawk: Main St., Rt. 6	Village	.....	.....	0.05	.....	.....
				9.48	.....	0.05	7.26	.....
		Route totals	.....	84.47	35.19	3.84	8.70	18.08
			Total miles in Route No. 5					150.82

* Not included in total.

STATE ROUTE No. 5A

Commencing at a point on route number three, in the village of Catskill; thence northwesterly to the village of Cairo; thence by South Durham through East Windham to the village of Windham; thence westerly through the villages of Ashland and Prattsville to a point, to be determined by the commission, on the dividing line between Greene and Delaware counties.
Amended by L. 1911, ch. 616.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	GREENE COUNTY							
1	Catskill: Bridge and Main St., Rt. 3	Catskill: Summit Ave.	Village			0.40		
2	Catskill: Summit Ave.	Catskill: No. Corp. Line						0.45
3	Catskill: No. Corp. Line	Leeds	613		2.70			
4	Leeds	Cairo Town Line	613		2.90			
5	Catskill: Town Line	Cairo: Purling Road	887		3.15			
6	Cairo: Purling Road	Cairo: Durham Road	954		0.46			
7, 8	Cairo	Sunnyside Road	5233	3.39				
9	Sunnyside Road	South Durham	5462	2.44				
10, 11	South Durham	Windham Town Line						4.30
12	Durham Town Line	Union Society (Brooksbury)	5583				3.34	
13	Union Society (Brooksbury)	Brooklyn	5583				1.43	
14	Brooklyn	Windham	797		1.54			
15	Windham	East Ashland						2.40
16	East Ashland	Ashland						1.80
17, 18	Ashland	Batavia Kill Bridge	5491	5.18				
19	Batavia Kill Bridge	Prattsville and Del. Co. Line	886		2.29			
		Route totals		11.01	13.04	0.40	4.77	8.95
		Total miles in Route No. 5A						38.17

STATE ROUTE No. 5B

Commencing at a point on route number five-a, in the village of Cairo, in the county of Greene; thence westerly through the village of East Durham to the village of Durham; thence northerly to a point to be determined by the commission on the dividing line between Greene and Albany counties; thence northerly to the village of Cooksburg, and connecting thereat with a highway heretofore improved by the state leading from Potter's Hollow to such village.
Amended by L. 1911, ch. 784.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	GREENE COUNTY							
1	Cairo, Rt. 5A	Durham Town Line						4.00
2	Cairo Town Line	East Durham						3.00
3	East Durham	Durham Center						2.40
4	Durham Center	Durham						2.60
5	Durham	Albany County Line						1.90
								13.90
	ALBANY COUNTY							
1	Greene County Line	Cooksburg						0.70
								0.70
		Route totals						14.60
		Total miles in Route No. 5B						14.60

STATE ROUTE No. 5C

Commencing in the village of Palenville, so-called, on the northerly side of the creek at a point where the Kaaterskill road intersects the Catskill-Tannersville highway in the town of Catskill, Greene county; thence westerly through the Kaaterskill clove to a point where the easterly entrance leading to Twilight park intersects said Catskill-Tannersville highway, and over a route to be determined by the commission.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	GREENE COUNTY							
1, 2	Palenville	Haines Falls	5588	.....	.....	.....	3.95	.....
		Total miles in Route No. 5C						3.95

STATE ROUTE No. 6

Commencing at a point to be determined by the commission at the city of Albany, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schenectady and Albany counties, running thence northwesterly to the city of Schenectady, running thence northwesterly from the city of Schenectady to a point to be determined by the commission, on the dividing line between Montgomery and Schenectady counties, to the city of Amsterdam, thence crossing the Mohawk river to the south side, thence along the south side through Fort Hunter to the village of Fultonville, thence across the river to the north side, running thence westerly and northwesterly through Montgomery county by the way of Fonda and St. Johnsville, to a point at or near East Creek, on the dividing line between Herkimer and Montgomery counties, running thence westerly and northwesterly by the way of Little Falls and Herkimer, from Herkimer westerly by the way of Mohawk, Ilion and Frankfort to a point to be determined by the commission, on the dividing line between Herkimer and Oneida counties, and thence to the city of Utica, running thence westerly from the city of Utica to Oneida, on the dividing line between Madison and Oneida counties, running thence westerly by the way of Chittenango, to a point to be determined by the commission on the dividing line between Onondaga and Madison counties, running thence westerly by the way of Fayetteville, to the city of Syracuse, running thence from the city of Syracuse by the way of Camillus and Elbridge, to a point to be determined by the commission, on the dividing line between Cayuga and Onondaga counties, running thence southwesterly to the city of Auburn, running thence from the city of Auburn to a point to be determined by the commission on the dividing line between Seneca and Cayuga counties, running thence westerly to Seneca Falls, thence southerly through the village of Seneca Falls to the south side of Seneca lake outlet, thence westerly on the south side of Seneca lake outlet to a point at the foot of Seneca lake, running thence westerly to a point to be determined by the commission on the dividing line between Ontario and Seneca counties, running thence westerly to Geneva, running thence westerly from Geneva to Canandaigua, running thence westerly to a point to be determined by the commission, on the dividing line between Livingston and Ontario counties, running thence westerly by the way of Avon and Caledonia, to a point to be determined by the commission, on the dividing line between Genesee and Livingston counties, running thence westerly by the way of Batavia, to a point to be determined by the commission, on the dividing line between Erie and Genesee counties, running thence westerly to the city of Buffalo, Erie county.

Amended by L. 1910, ch. 573.

Amended by L. 1911, ch. 472.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	ALBANY COUNTY							
1	Albany: W. Corp. Line	Guilderland	5155	5.37	.....	.....	.....	.....
2	Guilderland	Schenectady County Line	5636	.....	.....	.....	3.93	.....
				5.37	.....	.....	3.93	.....
	SCHENECTADY COUNTY							
1	Albany County Line	Schenectady: So. Corp. L.	.....	.....	.....	.....	.....	2.25
2	Schenectady: So. Corp. L.	Schenectady: Weaver St.	City	.....	.....	1.40	.....	.....
2A	Schenectady: Weaver St.	Schenectady: Dock St.	City	.....	.....	0.40	.....	.....

STATE ROUTE No. 6—Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		SCHENECTADY COUNTY—Concluded						
2B	Schenectady: Dock St.	Schenectady: No. Corp. L.	City			0.60		
3	Scotia: So. Corp. Line	Scotia: Riverside Ave.	5132	0.51				
	Scotia: Riverside Ave.	Scotia: Ballston Ave.	Village			0.22		
	Scotia: Ballston Ave.	Scotia: No. Corp. Line	5132	0.76				
4	Scotia: No. Corp. Line	R. R. Crossing (South)	5030	1.85				
5	R. R. Crossing (South)	R. R. Crossing (North)	5110	0.17				
6	R. R. Crossing (North)	Wyatts	5030	0.19				
7	Wyatts	Montgomery County Line	5110	5.19				
				8.67		2.62		2.25
		MONTGOMERY COUNTY						
1	Schenectady County Line	Cranesville	5126	2.24				
2	Cranesville	Amsterdam: E. Corp. Line	180		2.82			
3	Amsterdam: E. Corp. Line	Amsterdam: ———St.	City			0.25		
3A	Amsterdam: ———St.	Amsterdam: ———St.	City			2.00		
4	Amsterdam: ———St.	Amsterdam: W. Corp. Line	City			1.00		
5	Amsterdam: W. Corp. Line	Ft. Hunter, Schohar. Cr. Br.						3.80
6	Ft. Hunter, Schohar. Cr. Br.	Auriesville						2.00
7	Auriesville	Fultonville: So. Corp Line						2.70
8	Fultonville: So. Corp. Line	Fultonville: Main St.						0.50
8A	Fultonville: Church St.	Fonda: Main St.	864		0.63			
8B	Fonda: Bridge St.	Fonda: W. Corp. Line						0.75
9	Fonda: W. Corp. Line		155		2.49			
10			5125	4.00				
11		Palatine Bridge: E. Corp. L.	5124	4.25				
12–14	Palatine Bridge: E. Corp. L.	Nelliston: No. Corp. Line	5123	4.06				
15	Nelliston: No. Corp. Line	St. Johnsville: E. Corp. Line	5109	4.79				
16, 17	St. Johnsville: E. Corp. Line	East Can. Ck. Br.: E. End	5028	3.73				
				23.06	5.94	3.25		9.75
		HERKIMER COUNTY						
1	East Can. Ck. Br.: E. End		5159	0.17				
1A		Little Falls: E. Corp. Line	456		5.35			
2	Little Falls: E. Corp. Line	Little Falls: Alexander St.	5105	1.28				
3	Little Falls: Alexander St.	Little Falls Paper Co.	City			1.40		
4	Little Falls Paper Co.	Little Falls: W. Corp. Line	5105	0.17				
5	Little Falls: W. Corp. Line	W. Canada Creek: E. Side	457		5.20			
5A	W. Canada Creek: E. Side	Herkimer: W. Canada Creek	5411	0.09				
6	Herkimer: W. Canada Creek	Herkimer: Power Canal	5060	0.38				
7	Herkimer: Power Canal	Herkimer: Fair Ground Rd.	Village			0.45		
8	Herkimer: Fair Ground Rd.	Herkimer: W. Corp. Line	5060	0.25				
9	Herkimer: W. Corp. Line	Mohawk: Erie Canal						0.10
10	Mohawk: Erie Canal	Ilion: E. Corp. Line	5170	1.35				
11	Mohawk: W. Corp. Line	Ilion: Otsego St.	5161	0.83				
12	Ilion: Otsego St.	Ilion: Union St.	Village			0.08		
13	Ilion: Union St.	Ilion: W. Corp. Line	5161	0.68				
14, 15	Ilion: W. Corp. Line	Frankfort: W. Corp. Line	5219	2.47				
16	Frankfort: W. Corp. Line		14		1.11			
17			359		1.89			
18		Utica City: E. Corp. Line	5209	3.06				
				10.73	13.55	1.93		0.10
		ONEIDA COUNTY						
1	Herkimer County Line	Utica: Bleeker St.	5395	0.38				
1A	Utica: Bleeker St.	Utica: So. Corp. Line	City			4.70		
1B	Utica: W. Corp. Line	New Hartford: E. Corp. Line	250		1.22			
2	New Hartford: E. Corp. Line	New Hartford: W. Corp. Line	5052	0.65				
3	New Hartford: W. Corp. Line	Lairdsville	250		7.25			
4	Lairdsville	Russell Corners	271		4.01			
5	Russell Corners	Gray Corners	140		0.72			
5A	Gray Corners	Vernon: E. Corp. Line	271		0.45			
6	Vernon: E. Corp. Line	Vernon: W. Corp. Line	5034	0.60				
6A	Vernon: W. Corp. Line	Sherrill: E. Corp. Line	271		2.17			
6B	Sherrill: E. Corp. Line	Sherrill: W. Corp. Line	271		0.78			
7	Sherrill: W. Corp. Line	Oneida Community Road	271		0.93			
7A	Oneida Community Road		139		0.10			
7B		Oneida Castle: E. Corp. L.	271		0.16			
8	Oneida Castle: E. Corp. Line	Oneida Castle: Madison Co. L	5034	0.81				
				2.44	17.79	4.70		

STATE ROUTE No. 6 — Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		MADISON COUNTY						
1	Oneida County Line	Oneida: Lenox Ave	5078	2.56				
2, 3	Oneida: Seneca Ave	Sullivan Town Line	726		5.84			
4	Lenox Town Line	Chittenango: E. Corp. Line	5014	3.19				
5	Chittenango: E. Corp. Line	Onondaga County Line	5120	3.31				
				9.06	5.84			
		ONONDAGA COUNTY						
0	Madison County Line	Mycenae	555		0.85			
1	Mycenae	Fayetteville: E. Corp. Line	5625					3.94
2	Fayetteville: E. Corp. Line	Fayetteville: W. Corp. Line						0.89
3	Fayetteville: W. Corp. Line	De Witt	5587				2.50	
4	De Witt	Syracuse: E. Corp. Line	5587				2.25	
	Syracuse: E. Corp. Line	Syracuse: ———— St	5587				0.37	
	Syracuse: ———— St	Syracuse: W. Corp. Line	City			4.57		
5	Syracuse: W. Corp. Line	Solvay: W. Corp. Line	5396	0.69				
6	Solvay: W. Corp. Line	Camillus Town Line	132		1.13			
7	Geddes Town Line	Camillus Hill	5016	3.09				
8, 9	Camillus Hill	Camillus: Elm St	5318	1.20				
10	Camillus: Elm St	Hallstead Corners	5143	5.03				
11	Hallstead Corners	Elbridge: W. Corp. Line	5080	2.49				
12	Elbridge: W. Corp. Line	Cayuga County Line	487		2.09			
				12.50	4.07	4.57	5.12	4.83
		CAYUGA COUNTY						
1, 2	Onondaga County Line	Auburn: No. Corp. Line	592		5.57			
3	Auburn: No. Corp. Line	Auburn: Franklin St	5101	1.43				
4	Auburn: Franklin St	Auburn: Wall St	City			0.90		
5	Auburn: State St	Auburn: W. Corp. Line	City			1.40		
6	Auburn: W. Corp. Line	Montezuma Town Line	590		7.96			
7	Aurelius Town Line	Seneca County Line	5042	0.33				
				1.76	13.53	2.30		
		SENECA COUNTY						
1	Cayuga County Line		5042	3.00				
2		Seneca Falls: Rumsey St	5100	2.53				
3	Seneca Falls: Rumsey St	Seneca Falls: W. Corp. Line						0.60
	Seneca Falls: W. Corp. Line	Waterloo: E. Corp. Line						1.60
4	Waterloo: E. Corp. Line	Waterloo: Fayette St						1.00
5	Waterloo: Fayette St	Seneca River (East)	5087	4.61				
5A	Seneca River (East)	Seneca River (West)	B. C.					0.13
6	Seneca River (West)	Geneva: E. Corp. Line	5087	1.30				
	(Note: B. C., built by Barge Canal moneys)							
				11.44				3.33
		ONTARIO COUNTY						
1	Geneva: E. Corp. Line	Geneva: No. Exchange St	5620	0.82				
1A	Geneva: Lake St	Geneva: Pulteney St	City			1.00		
2	Geneva: Pulteney St	Preemption Road	5473	1.30				
3	Preemption Road	Seneca Town Line	333		0.62			
4	Geneva Town Line	Hopewell Town Line	146		5.62			
5	Seneca Town Line	Canandaigua: E. Corp. Line	207		6.21			
6	Canandaigua: E. Corp. Line	Canandaigua: Main St	5015	1.19				
6A	Canandaigua: ———— St	Canandaigua: West Ave	City			0.90		
7	Canandaigua: Main St	Canandaigua: W. Corp. Line	5386	0.91				
8	Canandaigua: W. Corp. Line	Gunn Corners	5576	4.69				
9	Gunn Corners	Black Corners	188		1.27			
10, 11	Black Corners	W. Bloomfield School	5081	5.26				
12	W. Bloomfield School	W. Bloomfield Brook	5041	1.23				
12A	W. Bloomfield Brook	W. Bloomfield: North Ave	485		0.17			
12B	W. Bloomfield: North Ave	Livingston County Line	5041	1.17				
				16.57	13.89	1.90		

STATE ROUTE No. 6 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		LIVINGSTON COUNTY						
1	Ontario County Line	Lima Reservoir	5142	4.05	.....	.....	.....	.....
2	Lima Reservoir	Genesee River	5302	6.40	.....	.....	.....	.....
3-6	Genesee River	Caledonia: Main St.	5273	6.30	.....	.....	.....	.....
7	Caledonia: State St.	Genesee County Line	5021	2.95	.....	.....	.....	.....
				19.70	.....	.....	.....	.....
		GENESEE COUNTY						
1	Livingston County Line	LeRoy: E. Corp. Line	5463	3.24	.....	.....	.....	.....
2	LeRoy: E. Corp. Line	LeRoy: Wolcott St.	.....	.....	.....	1.70	.....	.....
2A	LeRoy: Wolcott St.	LeRoy: Lake St.	Village	.....	.....		.....	.....
3	LeRoy: Lake St.	LeRoy: W. Corp. Line	.....	.....	.....		.....	.....
4	LeRoy: W. Corp. Line	Stafford	5136	2.89	.....	.....	.....	.....
5	Stafford	N. Y. C. R. R. Crossing (E.)	5145	4.44	.....	.....	.....	.....
5A	N. Y. C. R. R. Crossing (E.)	Batavia: New E. Corp. L.	5145A	0.29	.....	.....	.....	.....
6	Batavia: New E. Corp. L.	Batavia: Old E. Corp. Line	5493	0.27	.....	.....	.....	.....
7	Batavia: Old E. Corp. Line	Batavia: Center St.	5399	1.09	.....	.....	.....	.....
	Batavia: Center St.	Batavia: Ellicott St.	City	.....	.....	0.32	.....	.....
	Batavia: Ellicott St.	Batavia: Old W. Corp. L.	5399	0.88	.....	.....	.....	.....
8	Batavia: Old W. Corp. L.	Batavia: New W. Corp. L.	586	.....	0.11	.....	.....	.....
	Batavia: New W. Corp. L.	East Pembroke	586	.....	5.47	.....	.....	.....
9	East Pembroke	Will Corners	5020	3.46	.....	.....	.....	.....
10, 11	Will Corners	Erie County Line	5090	4.46	.....	.....	.....	.....
				21.02	5.58	2.02	.....	.....
		ERIE COUNTY						
1	Genesee County Line	Clarence	131	.....	6.58	.....	.....	.....
2	Clarence	Transit Road	130	.....	5.63	.....	.....	.....
3	Transit Road	Williamsville: E. Corp. Line	87	.....	1.93	.....	.....	.....
4	Williamsville: E. Corp. Line	Williamsville: W. Corp. Line	5061	1.08	.....	.....	.....	.....
5	Williamsville: W. Corp. Line	Buffalo: E. Corp. Line	69	.....	3.42	.....	.....	.....
				1.08	17.56	.....	.....	.....
		Route totals	.....	143.40	97.75	23.29	9.05	20 26
			Total miles in Route No. 6					293 75

STATE ROUTE No. 6A

Commencing at and intersecting route number six in the town of Tyre, in the county of Seneca, at a point known as Dutcher's Corners, thence westerly along the road known as the old free-bridge state road through the towns of Tyre and Junius to a point, to be determined by the commission, on the dividing line between the counties of Seneca and Ontario near the railroad station at West Junius on the Pennsylvania division of the New York Central and Hudson River railroad running from Lyons to Geneva; thence, passing such station, along said old free-bridge state road to the village of Phelps.

Amended by L. 1911, ch. 660.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SENECA COUNTY							
1	Route 6, Dutcher's Corners	Magee						4.10
2	Magee	Cosad						3.20
3	Cosad	Ontario County Line						3.10
								10.40
	ONTARIO COUNTY							
1	Seneca County Line	West Junius						0.80
2	West Junius	Phelps: E. Corp. Line	5437	3.72				
				3.72				0.80
		Route totals		3.72				11.20
		Total miles in Route No. 6A						14.92

STATE ROUTE No. 7

Commencing at a point to be determined by the commission on the dividing line between the town of Binghamton in Broome county, and Pennsylvania, running thence northerly to the city of Binghamton; running thence northerly and northeasterly from the city of Binghamton on the east side of Chenango river, by the way of Port Crane, Sanitaria Springs and Harpersville, to Nineveh, on the dividing line between Chenango and Broome counties, running thence northeasterly along the Susquehanna valley, to a point to be determined by the commission, on the dividing line between Chenango and Otsego counties, at or near Sidney, running thence northeasterly along the Susquehanna valley to Oneonta, running thence northeasterly from Oneonta by way of Maryland and Worcester, to a point to be determined by the commission, on the dividing line between Schoharie and Otsego counties, running thence easterly by the way of Cobleskill to a point to be determined by the commission, on the dividing line between Albany and Schoharie counties at or near West Berne, to Berne, thence to East Berne, thence to a point at Thompson's Lake, known as Secor's Church, thence to the top of the present so-called "Indian Ladder" road, thence in a southerly direction to New Salem, and thence to New Scotland, Slingerlands, and to the city of Albany.

Amended by L. 1911, ch. 751.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	BROOME COUNTY							
1	Pennsylvania State Line	Hawleyton						2.80
2	Hawleyton	Binghamton: So. Corp. Line						4.90
3	Binghamton: So. Corp. Line	Binghamton: Vestal St.	City			1.25		
4	Binghamton: Vestal St.	Binghamton: Linden St.	City			2.49		
5	Binghamton: Linden St.	Binghamton: No. Corp. L.	5440	0.41				
6	Binghamton: No. Corp. L.	Port Dickinson: No. Corp. L.	5506	1.27				
7	Port Dickinson: No. Corp. L.		134		2.17			
7A		Port Crane	175		1.84			
8	Port Crane	Colesville Town Line	5242	2.63				

STATE ROUTE No. 7 — Continued

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		BROOME COUNTY — Concluded						
9	Fenton Town Line	D. & H. R. R. (W. Crossing)	266	.....	0.23	.....	.....	.....
10	D. & H. R. R. (W. Crossing)	D. & H. R. R. (E. Crossing)	5242	0.59	.....	.....	.....	.....
10A	D. & H. R. R. (E. Crossing)	Sanitaria Springs	266	.....	0.60	.....	.....	.....
11, 12	Sanitaria Springs	Harpursville	5243	8.82	.....	.....	.....	.....
13	Harpursville	Railroad Crossing	210	.....	0.70	.....	.....	.....
14	Railroad Crossing	Harpursville Station	5200	0.43	.....	.....	.....	.....
15	Harpursville Station	Chenango County Line	209	.....	0.93	.....	.....	.....
				14.15	6.47	3.74	.....	7.70
		CHENANGO COUNTY						
1	Broome County Line	D. & H. R. R. Crossing (So.)	5200	2.31	.....	.....	.....	.....
1A	D. & H. R. R. Crossing (So.)	D. & H. R. R. Crossng(No.)	.....	.....	.....	.....	.....	0.21
2	D. & H. R.R. Crossing (No.)	Afton: Main St. Crossing	5200	2.87	.....	.....	.....	.....
3	Afton: Main St. Crossing	Afton Lake	5261A	.....	.....	.....	.....	0.72
4	Afton Lake	Bainbridge: So. Corp. Line	5261	4.43	.....	.....	.....	.....
4A	Bainbridge: So. Corp. Line	Railroad Crossing (E.)	.....	.....	.....	.....	.....	0.12
5	Railroad Crossing (E.)	.....	5013	2.92	.....	.....	.....	.....
6	.....	Robbins Crossing (So.)	5454	0.29	.....	.....	.....	.....
6A	Robbins Crossing (So.)	Robbins Crossing (No.)	R. R.	.....	.....	0.18	.....	.....
7	Robbins Crossing (No.)	.....	5013	0.70	.....	.....	.....	.....
8	.....	Unadilla River Bridge	5216	1.07	.....	.....	.....	.....
	(Note: R.R., built by Railroad)							
				14.59	.....	0.18	.....	1.05
		OTSEGO COUNTY						
1	Unadilla: River Bridge	N. Y., O. & W. R. R., West	708	.....	0.19	.....	.....	.....
	N. Y., O. & W. R. R., West	N. Y., O. & W. R. R., East	.....	.....	.....	.....	.....	0.40
	N. Y., O. & W. R. R., East	Unadilla: W. Corp. Line	708	.....	4.03	.....	.....	.....
2	Unadilla: W. Corp. Line	Unadilla: E. Corp. Line	5202	1.93	.....	.....	.....	.....
3–7	Unadilla: E. Corp. Line	Wells Bridge	5229	4.71	.....	.....	.....	.....
8, 9	Wells Bridge	Otego: Otsdawa Road	5153	4.61	.....	.....	.....	.....
10	Otego: Otsdawa Road	Otego: E. Corp. Line	782	.....	0.12	.....	.....	.....
11	Otego: E. Corp. Line	Oneonta Town Line	675	.....	3.34	.....	.....	.....
12	Otego Town Line	Shady Side	317	.....	2.70	.....	.....	.....
13	Shady Side	Oneonta: Kearney St.	675	.....	0.65	.....	.....	.....
14	Oneonta: Kearney St.	Oneonta: No. Sand St.	City	.....	.....	2.00	.....	.....
15	Oneonta: No. Sand St.	Oneonta: ——— St.	787	.....	0.47	.....	.....	.....
16	Oneonta: ——— St.	Emmons Corner	162	.....	1.39	.....	.....	.....
17	Emmons Corner	Milford Town Line	316	.....	1.26	.....	.....	.....
18	Milford Town Line	Colliersville	5138	1.36	.....	.....	.....	.....
19	Colliersville	Maryland	5240	5.68	.....	.....	.....	.....
20	Maryland	Schenevus: W. Corp. Line	319	.....	3.65	.....	.....	.....
21, 22	Schenevus: W. Corp. Line	Worcester: Decatur Creek	5247	5.49	.....	.....	.....	.....
23	Worcester: Decatur Creek	Worcester: Mill St.	220	.....	0.71	.....	.....	.....
24	Worcester: Mill St.	E. Worcester (Railroad)	5247	4.70	.....	.....	.....	.....
25	E. Worcester (Railroad)	Alvord Corner	.....	.....	.....	.....	.....	0.25
26	Alvord Corner	Schoharie County Line	5247	2.01	.....	.....	.....	.....
				30.49	18.56	2.00	.....	0.65
		SCHOHARIE COUNTY						
1	Otsego County Line	Richmondville: W. Corp. L.	5458	3.25	.....	.....	.....	.....
2	Richmondville: W. Corp. L.	Cobleskill: W. Corp. Line	5458	5.24	.....	.....	.....	.....
3	Cobleskill: W. Corp. Line	Cobleskill: Elm St.	5458	0.44	.....	.....	.....	.....
4	Cobleskill: Elm St.	Cobleskill: Rose St.	.....	.....	.....	.....	.....	0.20
	Cobleskill: Rose St.	Cobleskill: East St.	Village	.....	.....	1.00	.....	.....
5	Cobleskill: East St.	Schoharie Town Line	5286	4.70	.....	.....	.....	.....
6	Cobleskill Town Line	Dietz Corners	5195	5.05	.....	.....	.....	.....
7	Dietz Corners	Wright Town Line	5086	3.20	.....	.....	.....	.....
8	Schoharie Town Line	Gallupville	5086	1.82	.....	.....	.....	.....
9	Gallupville	Albany County Line	5039	3.34	.....	.....	.....	.....
				27.04	.....	1.00	.....	0.20

STATE ROUTE No. 7 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ALBANY COUNTY							
1	Schoharie County Line	West Berne	5039	0.64				
2	West Berne	Berne	192		2.74			
3	Berne	East Berne	566		3.60			
4	East Berne	Thompsons Lake	5501	2.86				
5-6	Thompsons Lake	New Salem						5.00
7	New Salem	New Scotland	366		4.62			
8	New Scotland	Slingerlands	5010	1.98				
9-10	Slingerlands	Albany: Old W. Corp. Line	5237	4.23				
				9.71	10.96			5.00
		Route totals		95.89	35.99	6.92		14.60
		Total miles in Route No. 7						153.40

STATE ROUTE No. 7A

Commencing at the city of Schenectady on route number six and running southwesterly to Duanesburg, in the county of Schenectady; thence in a general southwesterly direction, along a course to be determined by the commission, to a point to be determined by the commission upon route number seven in the town of Schoharie in Schoharie county.

Amended by L. 1912, ch. 183.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	SCHENECTADY COUNTY							
1	Schenectady: Helderberg Av., Rt. 6	Schenectady: Broadway	City			0.20		
2	Schenectady: Broadway	Schenectady: W. Corp. L.	City			0.52		
3	Schenectady: W. Corp. L.	So. Schenectady Road	163		0.58			
4	So. Schenectady Road	Princetown Town Line	880		2.79			
5	Rotterdam Town Line	Duanesburg Town Line	5545				3.96	
6	Princetown Town Line	Duanesburg	5545				1.66	
7	Duanesburg	Quaker St.	5551	3.34				
8	Quaker St.	Quaker St. (West)	105		0.35			
9	Quaker St. (West)	Schoharie County Line	1029		4.16			
				3.34	7.88	0.72	5.62	
	SCHOHARIE COUNTY							
1	Schenectady County Line	Wright, State Route No. 7	5619	2.73				
				2.73				
		Route totals		6.07	7.88	0.72	5.62	
		Total miles in Route No. 7A						20.29

STATE ROUTE No. 8

Commencing at the city of Binghamton, running thence northerly on the west side of the Chenango river to Chenango Forks, on the dividing line between Chenango and Broome counties, running thence along the west bank of the Chenango river to North Norwich, running thence northerly by the way of Sherburne to Earlville, on the dividing line between Madison and Chenango counties, running thence northerly by the way of Hamilton and Bouckville, to a point at or near Oriskany Falls, on the dividing line between Oneida and Madison counties, running thence northeasterly by the way of Deansboro to a point to be determined by the commission connecting with route number six.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		BROOME COUNTY						
1	Route No. 4, Binghamton	Binghamton: Gaines St.	City	.....	.....	0.63	.....	.....
2	Binghamton: Gaines St.	Binghamton: No. Corp. L.	5413	0.82	.....	.....	.....	.....
4	Binghamton: No. Corp. L.	Chenango Town Line	47	.....	1.76	.....	.....	.....
5	Dickinson Town Line	Hinmans Corners	126	.....	1.95	.....	.....	.....
6	Hinmans Corners	Chenango Bridge	268	.....	0.80	.....	.....	.....
7	Chenango Bridge	Chenango Fks.:D.,L.&W.R.R	.....	.....	.....	.....	.....	5.80
8	Chenango Fks.:D.,L.&W.R.R	Tioughnioga River Br.	274	.....	0.12	.....	.....	.....
9	Tioughnioga River Br.	Chenango County Line	375	.....	0.62	.....	.....	.....
				0.82	5.25	0.63	.....	5.80
		CHENANGO COUNTY						
1	Broome County Line	Greene: So. Corp. Line	5565	6.80	.....	.....	.....	.....
2	Greene: So. Corp. Line	Davidsons Corners	5565	0.98	.....	.....	.....	.....
3	Davidsons Corners	Tillotson Creek	.....	.....	.....	.....	.....	3.10
4	Tillotson Creek	Warn Lake	.....	.....	.....	.....	.....	4.60
5	Warn Lake	Tyner Road	.....	.....	.....	.....	.....	3.90
6-8	Tyner Road	Norwich: American Ave.	5414	9.64	.....	.....	.....	.....
9	Norwich: American Ave.	Norwich: Rexford St.	City	.....	.....	0.47	.....	.....
10	Norwich: Rexford St.	Norwich: Borden Ave.	5057	0.51	.....	.....	.....	.....
11	Norwich: Borden Ave.	Norwich: No. Corp. Line	808	.....	0.03	.....	.....	.....
12	Norwich: No. Corp. Line	D., L. & W. R. R.	505	.....	4.59	.....	.....	.....
13, 14	D., L. & W. R. R.	Sherburne: South St.	5121	6.20	.....	.....	.....	.....
15	Sherburne: South St.	Sherburne: Church St.	5391	0.40	.....	.....	.....	.....
16	Sherburne: Church St.	The Mill Forks	5121	0.68	.....	.....	.....	.....
17	The Mill Forks	Earlville: So. Corp. Line	5568	3.98	.....	.....	.....	.....
18	Earlville: So. Corp. Line	Madison County Line	5585	.....	.....	.....	0.59	.....
				29.19	4.62	0.47	0.59	11.60
		MADISON COUNTY						
1	Chenango County Line	Earlville: No. Corp. Line	5585	.....	.....	.....	0.76	.....
2, 3	Earlville: No. Corp. Line	Hamilton: So. Corp. Line	5585	.....	.....	.....	4.83	.....
4	Hamilton: So. Corp. Line	Hamilton: No. Corp. Line	5492	1.52	.....	.....	.....	.....
5, 6	Hamilton: No. Corp. Line	Bouckville	5492	4.27	.....	.....	.....	.....
7	Bouckville	Madison: E. Corp. Line	5380	2.45	.....	.....	.....	.....
8	Madison: E. Corp. Line	Oneida County Line	5447	3.35	.....	.....	.....	.....
				11.59	.....	.....	5.59	.....
		ONEIDA COUNTY						
½	Madison County Line	Oriskany Falls: Main St.	.....	.....	.....	.....	.....	0.57
1	Oriskany Falls: Madison St.	Oriskany Falls: E. Corp. L.	5385	0.35	.....	.....	.....	.....
2	Oriskany Falls: E. Corp. L.	Deansboro	5406	3.95	.....	.....	.....	.....
3	Deansboro	Franklin Springs	761	.....	3.00	.....	.....	.....
4	Franklin Springs	Kirkland: Route No. 6	5442	3.47	.....	.....	.....	.....
				7.77	3.00	.....	.....	0.57
	Also:							
	Oriskany Falls: Madison St.	Madison County Line	5385	0.74	.....	.....	.....	.....
				8.51	3.00	.....	.....	0.57
		Route totals	.....	50.11	12.87	1.10	6.18	17.97
				Total miles in Route No. 8				88.23

STATE ROUTE No. 8A

Commencing at the New York State Women's Relief Corps Home, near the village of Oxford, in the county of Chenango, running thence southerly and westerly to and into the village of Oxford, and connecting with route number eight therein, upon and along the existing public highway between such points.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	CHENANGO COUNTY							
	Oxford: Route 8	Oxford: Chenango River Br.	Village			0.10		
1, 2	Oxford: Chenango River Br.	Soldier's Home	5623				1.30	
						0.10	1.30	
	Route totals					0.10	1.30	
	Total miles in Route No. 8A							1.40

STATE ROUTE No. 9

Commencing at a point to be determined by the commission, at or near Horseheads, Chemung county, New York, on route number four, running thence northerly and northeasterly by the way of Horseheads, Breesport and Erin to a point to be determined by the commission on the dividing line between Tioga and Chemung counties, running thence easterly and northeasterly by the way of North Spencer to a point to be determined by the commission on the dividing line between Tompkins and Tioga counties, running thence northerly to the city of Ithaca, running thence northeasterly by the way of a point to be determined by the commission at or near Dryden to a point to be determined by the commission on the dividing line between Cortland and Tompkins counties, running thence northeasterly to Cortland, thence northeasterly by the way of Truxton to a point to be determined by the commission on the dividing line between Madison and Cortland counties at or near De Ruyter, thence northerly to Cazenovia, thence easterly by the way of Morrisville to a point at or near Bouckville on route number eight.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	CHEMUNG COUNTY							
1	Horseheads: C'mung St., Rt. 4	Horseheads: E. Corp. Line	5162	0.92				
2	Horseheads: E. Corp. Line	Stermer Cors. (Rt. No. 39A)	356		2.31			
3	Stermer Corners	Breesport	356		3.38			
4	Breesport	Erin: Mill St	356		3.48			
5	Erin: Mill St	VanEtten Town Line						4.00
6	Erin Town Line	Cayuta Creek						2.62
7	Cayuta Creek	Tioga County Line						2.81
				0.92	9.17			9.43
	TIOGA COUNTY							
1	Chemung County Line	Spencer: W. Corp. Line						1.70
2	Spencer: W. Corp. Line	Spencer: No. Corp. Line						1.80
3	Spencer: No. Corp. Line	North Spencer						2.10
4	North Spencer	Tompkins County Line						1.90
								7.50
	TOMPKINS COUNTY							
1	Tioga County Line	West Danby						2.60
1A	West Danby	Stratton	5567	2.85				
2	Stratton	Allbright Farm	5379	2.27				
2A	Allbright Farm	Felock Corner	5567	0.19				
2B	Felock Corner	Williams Corners	5379	0.95				
3	Williams Corners	Enfield Road	5214	0.57				
4	Enfield Road	Ithaca: So. Corp. Line	454		3.06			
5	Ithaca: So. Corp. Line	Ithaca: Mill St	City			0.90		

STATE ROUTE No. 9 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	TOMPKINS COUNTY — Concluded							
6	Ithaca: Mill St.	Ithaca: University Ave.	City			0.35		
7	Ithaca: University Ave.	Ithaca: E. Corp. Line	City			1.40		
8	Ithaca: E. Corp. Line	Varna	681		2.43			
9	Varna	Snyder Corners	5225	0.53				
9A	Snyder Corners	Davis Corners	681		2.29			
10	Davis Corners	Freeville: W. Corp. Line	5294	2.95				
11	Freeville: W. Corp. Line	Dryden: North St.	5294	3.74				
12	Dryden: ——— St.	Dryden: Main St.	1002		0.53			
13	Dryden: North St.	Dryden: E. Corp. Line						0.60
14	Dryden: E. Corp. Line	Cortland County Line						1.45
				14.05	8.31	2.65		4.65
	CORTLAND COUNTY							
1	Tompkins County Line	Virgil						3.82
2	Virgil	Cortland Town Line	5424	3.18				
3	Virgil Town Line	Cortland: So. Corp. Line	5424	2.78				
3A	Cortland: So. Corp. Line	Cortland: Lehigh Val. R. R.	5566	0.23				
3B	Cortland: Lehigh Val. R. R.	Cortland: Tioughnioga Creek.	City			1.70		
4	Cortland: Tioughnioga Creek.	Cortland: No. Corp. Line	5075	0.53				
5, 6	Cortland: No. Corp. Line	Truxton Town Line	738		6.51			
7	Homer Town Line	Truxton: Catholic Church	737		3.13			
8	Truxton: Catholic Church	Truxton: Baptist Church	40		0.47			
9	Truxton: Baptist Church	Cuyler Town Line	737		2.65			
10	Truxton Town Line	Maxon Creek	5141	0.85				
11	Maxon Creek	Mill Creek	5292	0.87				
10	Mill Creek	Brown Corners	5141	1.30				
12	Brown Corners	Madison County Line	5472	2.11				
				11.85	12.76	1.70		3.82
	MADISON COUNTY							
1	Cortland County Line	DeRuyter: No. Corp. Line	5515	0.81				
2	DeRuyter: No. Corp. Line	Sheds	5586				4.89	
3	Sheds	New Woodstock	5586				3.02	
4	New Woodstock	Cazenovia: So. Corp. Line						6.00
5	Cazenovia: So. Corp. Line	Cazenovia: E. Corp. Line						1.61
6, 7	Cazenovia: E. Corp. Line	Morrisville: W. Corp. Line	5329	10.11				
8	Morrisville: W. Corp. Line	Morrisville: E. Corp. Line	5330	0.87				
9	Morrisville: E. Corp. Line	Bouckville: Route No. 8	5330	4.76				
				16.55			7.91	7.61
		Route totals		43.37	30.24	4.35	7.91	33.01
			Total miles in Route No. 9					118.88

STATE ROUTE No. 10

Beginning at the city of Syracuse, running thence southerly to a point to be determined by the commission on the dividing line between Cortland and Onondaga counties, running thence southerly by the way of Homer to Cortland, thence southeasterly by the way of McGrawville, Solon and Willet to a point to be determined by the commission on the dividing line between Chenango and Cortland counties, thence southeasterly by the way of Smithville Flats to Greene, thence easterly by the way of Coventry to Coventryville, thence southeasterly to Afton, connecting with route number seven.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ONONDAGA COUNTY						
0	Syracuse: Genesee St.	Syracuse: ————	City	.....	.....	3.28	.....	.....
1	Syracuse: ————	Syracuse: So. Corp. Line	5365	0.26	.....	.....	.....	.....
2	Syracuse: So. Corp. Line	East Onondaga	5365	0.60	.....	.....	.....	.....
3	East Onondaga	Dorwin Springs Road	290	.....	1.06	.....	.....	.....
4	Dorwin Springs Road	Lafayette Town Line	5365	3.31	.....	.....	.....	.....
5	Indian Reservation Line	Thomas Corners	5365	2.70	.....	.....	.....	.....
6	Thomas Corners	Lafayette	76	.....	1.00	.....	.....	.....
7, 8	Lafayette	Cortland County Line	5516	8.73	.....	.....	.....	.....
				15.60	2.06	3.28	.....	.....
		CORTLAND COUNTY						
1, 2	Onondaga County Line	Homer Town Line	595	.....	5.43	.....	.....	.....
3, 4	Preble Town Line	Homer: No. Corp. Line	510	.....	4.17	.....	.....	.....
5	Homer: No. Corp. Line	Homer: So. Corp. Line	5058	2.01	.....	.....	.....	.....
6	Homer: So. Corp. Line	Cortland: No. Corp. Line	208	.....	0.53	.....	.....	.....
7	Cortland: No. Corp. Line	Cortland: Main St.	City	.....	.....	1.08	.....	.....
7A	Cortland: Cortland St.	Cortland: Port Watson St.	Rt. 9	.....	.....	*0.26	.....	.....
8	Cortland: Main St.	Cortland: East Corp. Line	City	.....	.....	1.18	.....	.....
9	Cortland: E. Corp. Line	McGrawville: W. Corp. Line	378	.....	2.92	.....	.....	.....
10	McGrawville: W. Corp. Line	Solon	5436	4.71	.....	.....	.....	.....
11	Solon	Taylor Valley	.....	.....	.....	.....	.....	4.10
12	Taylor Valley	Cincinnatus Town Line	.....	.....	.....	.....	.....	3.50
13	Taylor Town Line	Cincinnatus: W. Main St.	.....	.....	.....	.....	.....	1.80
14	Cincinnatus: Railroad St.	Cincinnatus: So. Main St.	377	.....	0.31	.....	.....	.....
15	Cincinnatus: W. Main St.	Willett Town Line	.....	.....	.....	.....	.....	3.90
16	Cincinnatus Town Line	Georgetown	.....	.....	.....	.....	.....	2.40
17	Georgetown	Chenango County Line	.....	.....	.....	.....	.....	3.60
				6.72	13.36	2.26	.....	19.30
		CHENANGO COUNTY						
1	Cortland County Line	Long Pond	.....	.....	.....	.....	.....	1.80
2	Long Pond	Smithville Flats	5260	3.01	.....	.....	.....	.....
3	Smithville Flats	Greene: No. Corp. Line	218	.....	4.68	.....	.....	.....
4	Greene: No. Corp. Line	Greene: E. Corp. Line	.....	.....	.....	.....	.....	1.30
5	Greene: E. Corp. Line	Coventry Town Line	.....	.....	.....	.....	.....	3.60
6	Greene Town Line	Coventry: Maple St.	.....	.....	.....	.....	.....	3.30
7	Coventry: Maple St.	Coventryville	.....	.....	.....	.....	.....	2.30
8	Coventryville	Afton Town Line	.....	.....	.....	.....	.....	3.20
9	Coventry Town Line	Afton: No. Corp. Line	.....	.....	.....	.....	.....	3.80
10	Afton: No. Corp. Line	Afton: Main St. (Route No. 7)	.....	.....	.....	.....	.....	0.40
				3.01	4.68	.....	.....	19.70
		Route totals	.....	25.33	20.10	5.54	.....	39.00
				Total miles in Route No. 10				89.97

* Not included in total.

STATE ROUTE No. 11

Commencing at the city of Ithaca, running thence northerly to a point to be determined by the commission, on the dividing line between Cayuga and Tompkins counties, running thence northerly to the city of Auburn.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	TOMPKINS COUNTY							
1	Ithaca: Stewart Ave., Rt. 9	Ithaca: No. Corp. Line	City	.....	.....	0.53	.....	.....
2	Ithaca: No. Corp. Line	Lansing Town Line	336	.....	1.57	.....	.....	.....
3	Ithaca Town Line	Esty Glen	336	.....	1.60	.....	.....	.....
4	Esty Glen	South Lansing	5256	3.10	.....	.....	.....	.....
5	South Lansing	Myers	5627	.....	.....	.....	.....	2.46
6–7	Myers	Lake Ridge	.....	.....	.....	.....	.....	6.50
8	Lake Ridge	Cayuga County Line	.....	.....	.....	.....	.....	1.00
				3.10	3.17	0.53	.....	9.96
	CAYUGA COUNTY							
1	Tompkins County Line	King Ferry	.....	.....	.....	.....	.....	2.75
2	King Ferry	Ledyard	5525	2.23	.....	.....	.....	.....
3	Ledyard	Wheelers	5525	2.35	.....	.....	.....	.....
4	Wheelers	Scipioville	5244	3.73	.....	.....	.....	.....
5	Scipioville	Fleming Town Line	5244	4.10	.....	.....	.....	.....
6	Scipio Town Line	Hales	5244	3.69	.....	.....	.....	.....
7	Hales	Auburn: So. Corp. Line	5012	2.75	.....	.....	.....	.....
8	Auburn: So. Corp. Line	Auburn: Swift St	5101	0.60	.....	.....	.....	.....
9	Auburn: Swift St	Auburn: Outlet Cr.(Rt.No. 6)	City	.....	.....	0.90	.....	.....
				19.45	.....	0.90	.....	2.75
		Route totals	.....	22.55	3.17	1.43	.....	12.71
		Total miles in Route No. 11						39.86

STATE ROUTE No. 12

Commencing at a point at or near Horseheads, at a point to be determined by the commission, running thence northerly to a point to be determined by the commission, on the dividing line between Schuyler and Chemung counties, running thence northerly by the way of Watkins, to a point to be determined by the commission, on the dividing line between Yates and Schuyler counties, running thence northwesterly by the way of Dundee, to the village of Penn Yan, running thence northerly to a point on the dividing line between Ontario and Yates counties, running thence northerly to the city of Geneva, running thence northerly from the city of Geneva, to a point to be determined by the commission, on the dividing line between Wayne and Ontario counties, running thence northerly to Lyons, connecting with route number twenty.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	CHEMUNG COUNTY							
1	Horseheads: Route No. 9	Pine Valley: Catherine Cr	5208	4.41	.....	.....	.....	.....
2	Pine Valley: Catherine Cr	Schuyler County Line	5208	4.39	.....	.....	0.40	.....
				8.80	.....	.....	0.40	.....
	SCHUYLER COUNTY							
1, 2	Chemung County Line	Fitzpatrick Road	5208	3.18	.....	.....	.....	.....
3	Fitzpatrick Road	Montour Falls	5160	1.56	.....	.....	.....	.....
4	Montour Falls: ————	Watkins: So. Corp. Line	5047	1.64	.....	.....	.....	.....
5, 6	Watkins: So. Corp. Line	Watkins: No. Corp. Line	5335	1.75	.....	.....	.....	.....
7–9	Watkins: No. Corp. Line	Yates County Line	5334	.....	.....	.....	6.79	.....
	(Continued Below)							
	YATES COUNTY							
1	Schuyler County Line	Schuyler County Line	5334	.....	.....	.....	0.41	.....
	(Continued Below)							
	SCHUYLER COUNTY—(Continued)							
10	Yates County Line	Yates County Line	5334	.....	.....	.....	0.65	.....
				8.13	.....	.....	7.44	.....

STATE ROUTE No. 12 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	YATES COUNTY — (Continued)							
1	Schuyler County Line		5108	1.99				
2		Struble Corners	5128	2.68				
3	Struble Corners	Ovenshire Corners	5324	3.50				
4	Ovenshire Corners	Milo Town Line	5324	2.13				
5	Barrington Town Line	Second Milo	5324	2.58				
6	Second Milo	Penn Yan: So. Corp. Line	5324	2.68				
7	Penn Yan: So. Corp. Line	Penn Yan: No. Corp. Line	5291	1.75				
8	Penn Yan: No. Corp. Line	Benton Center	5323	3.05				
9	Benton Center	Ontario County Line	5323	3.20				
				23.56			0.41	
	ONTARIO COUNTY							
1	Yates County Line	Halls Corners	5323	1.90				
2	Halls Corners	Seneca	635		2.04			
3	Seneca	Geneva Town Line	635		3.00			
4	Seneca Town Line	Hamilton St. (Route No. 6)	638		1.01			
	Preemption Road	Geneva: No. Exchange St	Rt. 6	*1.30		*1.00		
5, 6	Geneva: Lake St	Geneva: No. Corp. Line	City			0.90		
7	Geneva: No. Corp. Line	East Cross	334		1.69			
8	East Cross	West Junius	5252	2.80				
9, 10	West Junius	Wayne County Line	5252	4.57				
				9.27	7.74	0.90		
	WAYNE COUNTY							
1	Ontario County Line	Lyons: Geneva St	5503	2.90				0.53
2	Lyons: Geneva St	Lyons: Montezuma St., Rt. 20						
				2.90				0.53
		Route totals		52.66	7.74	0.90	8.25	0.53
		Total miles in Route No. 12						70.10

* Not included in total.

STATE ROUTE No. 13

Commencing at Bath, Steuben county, running thence northeasterly by the way of Hammondsport to a point to be determined by the commission on the dividing line between Schuyler and Steuben counties, thence northeasterly to a point to be determined by the commission on the dividing line between Yates and Schuyler counties, thence northeasterly to Dundee on route number twelve.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	STEUBEN COUNTY							
1	Bath: Washington Ave	Bath: No. Corp. Line	5517	0.86				
2	Bath: No. Corp. Line	Hermitage	5517	3.41				
3	Hermitage	Hammondsport: So. Corp. L.	5495	3.48				
4	Hammondsport: So. Corp. L.	North Urbana						3.30
5	North Urbana	Wayne, Schuyler County L.						5.10
				7.75				8.40
	SCHUYLER COUNTY							
1	Wayne, Steuben County Line	Yates County Line						2.60
	YATES COUNTY							
1	Schuyler County Line	Wortman's Corner						2.84
2	Wortman's Corner	State Route No. 12						1.67
								4.51
		Route totals		7.75				15.51
		Total miles in Route No. 13						23.26

STATE ROUTE No. 14

Commencing at Corning, Steuben county, running thence northwesterly by the way of Bath, Avoca to Cohocton, running thence northerly from Cohocton, to a point to be determined by the commission on the dividing line between Ontario and Steuben counties, running thence northeasterly to Naples, running thence northerly from Naples to a point to be determined by the commission, connecting with route number six, running thence along route number six, to Black's Corners, and from thence to Holcomb; running thence northwesterly to a point to be determined by the commission on the dividing line between Monroe and Ontario counties, thence northerly to Pittsford, thence westerly, then northerly to the city of Rochester.

Amended by L. 1910, ch. 648.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	STEUBEN COUNTY							
	Corning: W. Corp. Line	Painted Post: Public Sq.	Rt. 4	*1.05				
1-3	Painted Post: Public Sq.	Campbell	5211	8.02				
4	Campbell	Savona	5224	4.30				
6	Savona	School House Creek	5224	4.21				
7	School House Creek	Bath: East Corp. Line	754		1.45			
8	Bath: East Corp. Line	Bath: McMaster St.	Village			0.27		
9, 10	Bath: McMaster St.	Bath: West Corp. Line	5350	1.89				
11	Bath: West Corp. Line	Avoca Town Line	5204	3.48				
12	Bath Town Line	Avoca: So. Corp. Line	5204	2.89				
13	Avoca: So. Corp. Line	Avoca: No. Corp. Line	5351	1.50				
14-15	Avoca: No. Corp. Line	Cohocton: So. Corp. Line	5564	5.90				
16	Cohocton: So. Corp. Line	Cohocton: No. Corp. Line	5564	1.41				
17	Cohocton: No. Corp. Line	Kirkwood	5611				2.23	
18	Kirkwood	Livingston Co. Line	5611				3.53	
				33.60	1.45	0.27	5.76	
	Also:							
	Savona Four Corners	D., L. & W. R. R.	5224	0.92				
				34.52	1.45	0.27	5.76	
	ONTARIO COUNTY							
1	Steuben County Line	Naples School No. 5	5616	2.26				
2	Naples School No. 5	Naples: So. Corp. Line	204		0.59			
3	Naples: So. Corp. Line	Naples: No. Corp. Line	5397	1.74				
4	Naples: No. Corp. Line	Griessa Corner	205		2.04			
5	Griessa Corner	Bristol Springs						2.00
5A	Bristol Springs	South Bristol						4.20
6	South Bristol	Bristol Town Line						2.00
7	So. Bristol Town Line	Bristol Center						3.71
8	Bristol Center	Fishers Corners						2.97
9	Fishers Corners	Gunn Corners	188		2.36			
	Gunn Corners	Black Corners	Rt. 6		*1.27			
9A	Black Corners	Holcomb	188		1.20			
10, 11	Holcomb	Monroe County Line	5511	5.87				
				9.87	6.19			14.88
	MONROE COUNTY							
1	Ontario County Line	Mendon	5522	3.97				
2, 3	Mendon	Pittsford: So. Corp. Line	493		6.19			
4	Pittsford: So. Corp. Line	Erie Canal, Pittsford	5435	0.92				
5	Erie Canal, Pittsford	Rochester: Old E. Corp. Line	94		4.15			
				4.89	10.34			
		Route totals		49.28	17.98	0.27	5.76	14.88
				Total miles in Route No. 14				88.17

*Not included in total.

STATE ROUTE No. 15

Commencing at the junction of Big Creek road and Seneca street road in the town of Hornellsville, Steuben county, running thence northwesterly within the county of Steuben to and through the village of Arkport, and northerly, within such county, along the road on the easterly side of Arkport valley, known as Dansville road, through Doty's Corners and by way of the Stony Brook Glen road in the town of Dansville, Steuben county, to the Livingston county line; thence through the town of North Dansville in Livingston county to the village of Dansville; thence northerly to the intersection of Gibson and South streets; thence northeasterly along Gibson street to Main street; thence northwesterly along Main street to the intersection of Main and Exchange streets; thence southwesterly along Exchange and South streets to the intersection of South and Gibson streets, and from the intersection of Main and Exchange streets along the highway from Dansville to Groveland station on the east side of the Genesee valley through the towns of North *Danville, Sparta and Groveland to Groveland Station; thence northerly along the highway leading from Groveland station to Geneseo on the east side of the Genesee valley in the town of Groveland to its intersection with the improved county highway running from Mount Morris to Geneseo; thence westerly through the towns of Groveland and Mount Morris to the village of Mount Morris; thence through the village of Mount Morris northwesterly and northerly by the way of the villages of Moscow and York Center to a point on route number six in the village of Caledonia; thence easterly along route six to Canawaugus; thence northerly to a point to be determined by the commission on the dividing line between Livingston and Monroe counties, thence northerly to route ixteen in Scottsville.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		STEUBEN COUNTY						
0	Hornell: Main St.	P. S. & N. R. R.	City	.....	.....	0.51	.....	.....
2A	P. S. & N. R. R.	Canisteo St. (New Location)	5130	0.05	.....	.....	.....	.....
1	Canisteo St. (Old Location)	Canisteo River Bridge	5353	0.10	.....	.....	.....	.....
2	Canisteo River Bridge	Big Creek Bridge	5130	1.01	.....	.....	.....	.....
3	Big Creek Bridge	Arkport	5254	3.92	.....	.....	.....	.....
4, 5	Arkport	Livingston County Line	5352	10.37	.....	.....	.....	.....
				15.45	.....	0.51	.....	.....
		LIVINGSTON COUNTY						
1	Steuben County Line	Dansville: No. Corp. Line	5398	2.87	.....	.....	.....	.....
2	Dansville: No. Corp. Line	West Sparta Station	.....	.....	.....	.....	.....	4.00
3	West Sparta Station	Groveland Station	.....	.....	.....	.....	.....	3.30
4	Groveland Station	.....	.....	.....	.....	.....	.....	3.40
5	.....	Shaker Corners	.....	.....	.....	.....	.....	3.40
6	Shaker Corners	Mt. Morris: E. Corp. Line	622	.....	1.66	.....	.....	.....
7	Mt. Morris: E. Corp. Line	Mt. Morris: Main St.	855	.....	0.47	.....	.....	.....
8	Mt. Morris: Mill St.	Mt. Morris: No. Corp. Line	.....	.....	.....	.....	.....	1.00
9	Mt. Morris: No. Corp. Line	Moscow	.....	.....	.....	.....	.....	2.70
10	Moscow	Wadsworth	.....	.....	.....	.....	.....	3.50
11	Wadsworth	York	.....	.....	.....	.....	.....	3.20
12	York	Caledonia Town Line	5593	.....	.....	.....	3.64	.....
13	York Town Line	Caledonia: Main St., Rt. 6	5593	.....	.....	.....	4.05	.....
	Caledonia: Leicester Road	Canawaugus	Rt. 6	†5.22	.....	.....	.....	.....
14	Canawaugus, Rt. 6	.....	.....	.....	.....	.....	.....	2.80
15	.....	Monroe County Line	.....	.....	.....	.....	.....	2.00
				2.87	2.13	.....	7.69	29.30
		Also:						
	Dansville: Gibson St.	Dansville: Main St.	5398	1.53	.....	.....	.....	.....
				4.40	2.13	.....	7.69	29.30
		MONROE COUNTY						
1	Livingston County Line	Scottsville: Allen Creek	5507	2.14	.....	.....	.....	.....
2	Scottsville: Allen Creek	Scottsville: Cargill Hotel	79	.....	0.05	.....	.....	.....
3	Scottsville: Cargill Hotel	Scottsville: Cale'a Ave., Rt.16	5046	0.47	.....	.....	.....	.....
				2.61	0.05	.....	.....	.....

*So in original. †Not included in total.

STATE ROUTE No. 15 — Concluded

Also from the point where the street in the village of Arkport, Steuben county, intersects the north and south road leading from Hornell to Doty's Corners, running thence westerly about three-quarters of a mile, thence northwesterly and northerly to Van Scoters Corners, Allegany county, to connect with a proposed county highway in said county.
Amended by L. 1912, ch. 473.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	STEUBEN COUNTY							
3A	Arkport	Allegany County Line	5532	2.67	.....	.....	.....	.....
	ALLEGANY COUNTY							
1	Steuben County Line	Van Scoters Corners	5532	2.58	.....	.....	.....	.....
	Route totals		.....	27.71	2.18	0.51	7.69	29.30
	Total miles in Route No. 15							67.39

STATE ROUTE No. 16

Commencing at the village of Cuba, Allegany county, running thence northeasterly by the way of Belfast and Caneadea, to a point to be determined by the commission, on the dividing line between Wyoming and Allegany counties, running thence northerly by the way of Pike, Gainesville and Rock Glen to Warsaw, running thence northerly to a point to be determined by the commission, on the dividing line between Genesee and Wyoming counties, running thence northerly to the village of Le Roy, running thence along route number six to Caledonia, running thence northerly to a point to be determined by the commission on the dividing line between Monroe and Livingston counties, running thence northerly by the way of Scottsville to the city of Rochester.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	ALLEGANY COUNTY							
1	Cuba: Main St.	Cuba: Water St.	5174	0 20	.....	.....	.....	.....
2	Cuba: Water St.	Seymour: Harbeck Farm	5023	2.82	.....	.....	.....	.....
3	Seymour: Harbeck Farm	Black Creek	.....	.....	.....	.....	.....	2.40
4, 5	Black Creek	Rockville	.....	.....	.....	.....	.....	4.10
6	Rockville	Belfast: Chestnut St.	.....	.....	.....	.....	.....	4.30
7	Belfast: Chestnut St.	Belfast: No. Corp. Line	5615	.....	.....	.....	0.77	.....
8	Belfast: No. Corp. Line	Caneadea	5615	.....	.....	.....	3.40	.....
9	Caneadea	Houghton	5615	.....	.....	.....	3.20	.....
10	Houghton	Stone's Corner	5615	.....	.....	.....	1.70	.....
11	Stone's Corner	Fillmore	5518	.....	.....	.....	2.40	.....
12	Fillmore	Wellers	5518	.....	.....	.....	2.35	.....
13	Wellers	Wyoming County Line	.....	.....	.....	.....	.....	2.60
				3.02	.....	.....	13.82	13.40
	WYOMING COUNTY							
1	Allegany County Line	Pike: No. Corp. Line	.....	.....	.....	.....	.....	3.10
2	Pike: No. Corp. Line	Gainesville Town Line	.....	.....	.....	.....	.....	3.55
3	Pike Town Line	Gainesville	.....	.....	.....	.....	.....	2.10
4	Gainesville	Parker Corner	5400	2.92	.....	.....	.....	.....
5	Parker Corner	Union Church	5400A	0.48	.....	.....	.....	.....
	Union Church	Warsaw: So. Corp. Line	5400	3.45	.....	.....	.....	.....

STATE ROUTE No. 16 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	WYOMING COUNTY — Concluded							
6	Warsaw: So. Corp. Line	Warsaw: No. Corp. Line	5400	2.52	.....	.....	.....	.....
7	Warsaw: No. Corp. Line	Schoolhouse Corner	5024	0.59	.....	.....	.....	.....
8	Schoolhouse Corner	Matthews Creek	5134	3.59	.....	.....	.....	.....
9	Matthews Creek	Covington Town Line	5410	2.39	.....	.....	.....	.....
10	Middlebury Town Line	Pearl Creek	5410	1.49	.....	.....	.....	.....
11	Pearl Creek	Genesee County Line	5024	2.08	.....	.....	.....	.....
				19.51	.....	.....	.....	8.75
	GENESEE COUNTY							
1	Wyoming County Line	D., L. & W. R. R., South	5582	.....	.....	.....	4.53	.....
1A	D., L. & W. R. R., South	D., L. & W. R. R., North	R. R.	.....	.....	.....	.....	0.32
2	D., L. & W. R. R., North	LeRoy: So. Corp. Line	5538	2.84	.....	.....	.....	.....
3	LeRoy: So. Corp. Line	LeRoy: Main St	Village	.....	.....	0.70	.....	.....
	LeRoy: Wolcott St	Livingston County Line	Rt. 6	*3.24	.....	*0.80	.....	.....
	(Note: R.R., built by Railroad Co.)							
				2.84	.....	0.70	4.53	0.32
	LIVINGSTON COUNTY							
	Genesee County Line	Caledonia: North St	Rt. 6	*2.95	.....	.....	.....	.....
1	Caledonia: Main St	Monroe County Line	5021	1.04	.....	.....	.....	.....
				1.04	.....	.....	.....	.....
	MONROE COUNTY							
1	Livingston County Line	Garbutt	5046	4.94	.....	.....	.....	.....
2	Garbutt	Lewis Corner	5097	1.06	.....	.....	.....	.....
3	Lewis Corner	Scottsville: Main St	5046	0.33	.....	.....	.....	.....
3A	Scottsville: Caledonia Ave	Scottsville: McVeans	R. R.	.....	.....	0.19	.....	.....
4	Scottsville: McVeans	South Chili	5279	2.70	.....	.....	.....	.....
5	South Chili	Chili-Buckbee Road	5279	3.93	.....	.....	.....	.....
6	South Chili Road	Chili	252	.....	0.46	.....	.....	.....
7	Chili	Gates Town Line	255	.....	2.56	.....	.....	.....
8	Chili Town Line	Rochester: Old W. Corp. Line	254	.....	3.11	.....	.....	.....
	(Note: R.R., built by Railroad Co.)							
				12.96	6.13	0.19	.....	.....
		Route totals	.....	39.37	6.13	0.89	18.35	22.47
				Total miles in Route No. 16				87.21

*Not included in total.

STATE ROUTE No. 17

Commencing at a point to be determined by the commission on route number four at or near Hinsdale, running thence northerly by the way of Franklinville and Machias to a point to be determined by the commission near the dividing lines of Erie, Wyoming and Cattaraugus counties, running thence northwesterly by the way of East Aurora to the city of Buffalo.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		CATTARAUGUS COUNTY						
1, 2	Scott, Rt. 4	Franklinville Town Line	5543	.....	.....	.....	6.98	.....
3, 4	Ischua Town Line	Farmersville Town Line	5544	.....	.....	.....	6.88	.....
5, 6	Franklinville Town Line	B. R. & P. R. R.	5607	.....	.....	.....	4.73	.....
7	B. R. & P. R. R.	Law Corner	5608	.....	.....	.....	2.17	.....
8	Law Corner	Yorkshire Center	.....	.....	.....	.....	.....	4.10
9	Yorkshire Center	Erie County Line	.....	.....	.....	.....	.....	3.70
				.....	.....	.....	20.76	7.80
		ERIE COUNTY						
1	Cattaraugus County Line	Hand Road	.....	.....	.....	.....	.....	3.79
2	Hand Road	Holland	5622	.....	.....	.....	5.19	.....
3	Holland	East Cazenovia Creek	5453	4.52	.....	.....	.....	.....
4	East Cazenovia Creek	East Aurora: Main St.	5317	4.97	.....	.....	.....	.....
5	East Aurora: Olean St.	East Aurora: P. R. R.	Village	.....	.....	0.21	.....	.....
6	East Aurora: P. R. R.	East Aurora: Buffalo St.	5433	0.85	.....	.....	.....	.....
7	East Aurora: Main St.	East Aurora: No. Corp. L.	5550	0.59	.....	.....	.....	.....
8	East Aurora: No. Corp. L.	Elma Town Line	264	.....	0.74	.....	.....	.....
9	Aurora Town Line	Seneca Town Line	263	.....	4.23	.....	.....	.....
10	Elma Town Line	Cazenovia Creek (East)	128	.....	4.12	.....	.....	.....
11	Cazenovia Creek (East)	Cazenovia Creek (West)	.....	.....	.....	.....	.....	0.20
12	Cazenovia Creek (West)	Pratt Corner	67	.....	0.68	.....	.....	.....
13	Pratt Corner	Buffalo: E. Corp. Line	.....	.....	.....	.....	.....	0.70
				10.93	9.77	0.21	5.19	4.69
		Route totals	.....	10.93	9.77	0.21	25.95	12.49
		Total miles in Route No. 17						59.35

STATE ROUTE No. 18

Commencing at a point to be determined by the commission, on the dividing line between Ripley, Chautauqua county, and the state of Pennsylvania, running thence northeasterly by the way of Westfield, Brocton, Fredonia, along the old Buffalo and Erie road, to a point to be determined by the commission, on the dividing line between Erie and Chautauqua counties, running thence northeasterly and northerly to the city of Buffalo, running thence northerly from the city of Buffalo to North Tonawanda, running thence northwesterly and westerly from North Tonawanda to the city of Niagara Falls, running thence northerly from Niagara Falls by the way of Lewiston to a point near the mouth of Niagara river, Niagara county.

Amended by L. 1911, ch. 89.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		CHAUTAUQUA COUNTY						
1	Pennsylvania State Line	Ripley	.....	.....	.....	.....	.....	3.12
1A	Ripley	Forsyth	.....	.....	.....	.....	.....	3.62
2	Forsyth	Westfield: W. Corp. Line	.....	.....	.....	.....	.....	3.32
2A	Westfield: W. Corp. Line	Westfield: Viaduct (W. End)	.....	.....	.....	.....	.....	0.70
	Westfield: Viaduct (W. End)	Westfield: Viaduct (E. End)	Town	.....	.....	0.25	.....	.....
	Westfield: Viaduct (E. End)	Westfield: E. Corp. Line	.....	.....	.....	.....	.....	1.39
3	Westfield: E. Corp. Line	Church Corners	.....	.....	.....	.....	.....	2.23
3A	Church Corners	Brocton: W. Corp. Line	.....	.....	.....	.....	.....	4.03

STATE ROUTE No. 18 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	CHAUTAUQUA COUNTY — Concluded							
3B	Brocton: W. Corp. Line	Brocton: E. Corp. Line	.....	.....	.....	.....	.....	1.39
4	Brocton: E. Corp. Line	Fredonia: W. Corp. Line	.....	.....	.....	.....	.....	4.64
4A	Fredonia: W. Corp. Line	Fredonia: Spring St.	.....	.....	.....	.....	.....	1.32
4B	Fredonia: Spring St.	Fredonia: D. A. V. & P. R. R.	Village	.....	.....	0.72	.....	.....
5	Fredonia: D. A. V. & P. R. R.	Roberts Road	5262	2.15	.....	.....	.....	.....
6	Roberts Road	Sheridan	.....	.....	.....	.....	.....	3.20
7	Sheridan	Hanover Town Line	.....	.....	.....	.....	.....	3.63
8	Sheridan Town Line	Silver Ck.: Forestville Rd.	.....	.....	.....	.....	.....	1.87
8A	Silver Creek: Forestville Rd.	Silver Creek: Dunkirk St.	Village	.....	.....	0.42	.....	.....
9	Silver Creek: Main St.	Erie County Line	5452	3.53	.....	.....	.....	.....
				5.68	.....	1.39	.....	34.46
	ERIE COUNTY							
1	Chautauqua County Line	Farnham: Commercial St.	5600	2.11	.....	.....	.....	.....
2	Farnham: Commercial St.	Farnham: No. Corp. Line	5634	.....	.....	.....	.....	0.67
3	Farnham: No. Corp. Line	Evans Center	5634	.....	.....	.....	.....	4.59
4	Evans Center	.....	5546	4.48	.....	.....	.....	.....
5	.....	Walden Cliffs	5054	1.95	.....	.....	.....	.....
6	Walden Cliffs	Athol Springs	5407	5.87	.....	.....	.....	.....
7	Athol Springs	Woodlawn: Fifth Ave.	5019	1.87	.....	.....	.....	.....
8	Woodlawn: Fifth Ave.	Buffalo: So. Corp. Line	5071	2.61	.....	.....	.....	.....
12	Buffalo: No. Corp. Line	.....	5193	2.84	.....	.....	.....	.....
13	.....	Tonawanda Creek Bridge	5172	2.92	.....	.....	.....	.....
				24.65	.....	.....	.....	5.26
	NIAGARA COUNTY							
1, 2	Tonawanda Creek Bridge	St. Johnsburg	5220	4.87	.....	.....	.....	.....
3	St. Johnsburg	La Salle: Green Ave.	5164	3.45	.....	.....	.....	.....
4	La Salle: Green Ave.	Cayuga Creek (East)	5063	0.49	.....	.....	.....	.....
	Cayuga Creek (East)	La Salle: Creek Road	5381	0.09	.....	.....	.....	.....
	La Salle: Creek Road	Niagara Falls: E. Corp. L.	5063	1.97	.....	.....	.....	.....
5	Niagara Falls: E. Corp. L.	Niagara Falls: Main St.	City	.....	.....	2.90	.....	.....
6, 7	Niagara Falls: Pine St.	Niagara Falls: No. Corp. L.	City	.....	.....	2.80	.....	.....
8	Niagara Falls: No. Corp. L.	Lewiston Hill	475	.....	2.22	.....	.....	.....
	Lewiston Hill	Lewiston: ———	5590	.....	.....	.....	.....	0.61
9	Lewiston: ———	Lewiston: No. Corp. Line	5306	1.36	.....	.....	.....	.....
10	Lewiston: No. Corp. Line	Youngstown: So. Corp. L.	5306	4.25	.....	.....	.....	.....
11	Youngstown: So. Corp. L.	Youngstown: No. Corp. L.	5306	1.21	.....	.....	.....	.....
				17.69	2.22	5.70	.....	0.61
		Route totals	.....	48.02	2.22	7.09	.....	40.33
				Total miles in Route No. 18				97.66

STATE ROUTE No. 19

Commencing at the city of Buffalo, running thence easterly to Marilla, thence southerly to Wales Center, thence easterly to a point to be determined by the commission on the dividing line between Wyoming and Erie counties, running thence easterly to Varysburg, thence northerly by the way of Attica to a point to be determined by the commission on the dividing line between Genesee and Wyoming counties, running thence northeasterly to Batavia, Genesee county, connecting with route number six.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ERIE COUNTY						
1	Buffalo: E. Corp. Line	R. R. Crossing (West)	371		1.78			
2	R. R. Crossing (West)	R. R. Crossing (East)						0.57
3	R. R. Crossing (East)	Elma Town Line	371		3.28			
4	W. Seneca Town Line	Elma: Bowen Road	372		2.95			
5	Elma: Bowen Road	Marilla Town Line	372		3.19			
6	Elma Town Line	Marilla	529		2.46			
7	Marilla	Wales Center: Big Tree Road	5635					5.78
8	Wales Center: Four Rod Rd.	Wales Center	86		0.27			
9	Wales Center	Wyoming County Line						3.15
					13.93			9.50
		WYOMING COUNTY						
1	Erie County Line	Persons Corners						3.90
2	Persons Corners	Varysburg						4.10
3	Varysburg	Sierks						4.40
4	Sierks	Attica: So. Corp. Line						2.80
5	Attica: So. Corp. Line	Genesee County Line						0.90
								16.10
		GENESEE COUNTY						
1	Wyoming County Line	Alexander						3.00
2	Alexander	Batavia Town Line						4.24
3	Alexander Town Line	Batavia: So. Corp. Line						2.65
4	Batavia: So. Corp. Line	Batavia: N. Y. C. R. R.	City			0.38		
5	Batavia: N. Y. C. R. R.	Batavia: Main St. (Rt. 6)	City			0.35		
						0.73		9.89
		Route totals			13.93	0.73		35.49
			Total miles in Route No. 19					50.1

STATE ROUTE No. 20

Commencing at a point on route number six, at or near Elbridge, in Onondaga county, running thence northerly to Jordan and westerly to a point to be determined by the commission, on the dividing line between Cayuga and Onondaga counties, running thence northwesterly and southwesterly by the way of Port Byron and Montezuma, to a point to be determined by the commission, at or near the dividing lines between Wayne, Seneca and Cayuga counties, running thence northwesterly and westerly from Savannah, Clyde, Lyons and Newark to Palmyra, running in the county of Ontario south of the Erie canal a distance of about one mile, between Newark and Palmyra, entering and returning from the county of Ontario through such points as the commission may determine in the dividing line between the counties of Wayne and Ontario; running thence from Palmyra and Macedon to a point to be determined by the commission, on the dividing line between Monroe and Wayne counties, running thence northwesterly to the city of Rochester, Monroe county.

Amended by L. 1915, ch. 43.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		ONONDAGA COUNTY						
1	Elbridge: Main St., Rt. 6	Elbridge: No. Corp. Line	5080	0.51				
2	Elbridge: No. Corp. Line	Jordan: So. Corp. Line	487		1.57			
3	Jordan: So. Corp. Line	Jordan: W. Corp. Line	5630					1.03
4	Jordan: W. Corp. Line	Cayuga County Line	5630					0.73
				0.51	1.57			1.76
		CAYUGA COUNTY						
1	Onondaga County Line	Weedsport: Seneca St.						3.29
2	Weedsport: North St.	Weedsport: Brutus St.	1317		0.52			
3	Weedsport	Port Byron: E. Corp. Line	5609				2.86	
4	Port Byron: E. Corp. Line	Port Byron: W. Corp. Line	5609				1.03	
5	Port Byron: W. Corp. Line	Seneca County Line	5610				4.39	
					0.52		8.28	3.29
		SENECA COUNTY						
1	Cayuga County Line	Wayne County Line						1.90
		WAYNE COUNTY						
1	Seneca County Line	Clark's						2.20
2	Clark's, and Savannah	Hall's	5017	2.95				
3-5	Hall's	Clyde: E. Corp. Line	5089	3.65				
6	Clyde: E. Corp. Line	Clyde: Glasgow St.	5089	0.90				
7, 8	Clyde: Ford St.	Clyde: W. Corp. Line						0.99
9	Clyde: W. Corp. Line	Lock Berlin						3.29
10	Lock Berlin	Lyons: E. Corp. Line						2.34
11-13	Lyons: E. Corp. Line	Lyons: W. Corp. Line						2.10
14	Lyons: W. Corp. Line	Newark: E. Corp. Line						4.00
15	Newark: E. Corp. Line	Newark: ———— St.						0.60
16	Newark: ———— St.	Newark: ———— St.	Village			0.30		
17	Newark: ———— St.	Newark: W. Corp. Line						0.70
18	Newark: W. Corp. Line	Ontario County Line						2.80
		(Continued Below)						
		ONTARIO COUNTY						
1	Wayne County Line	Pt. Gibson and Wayne Co. L.						1.10
		WAYNE COUNTY—Concluded						
19	Ontario County Line	Palmyra: E. Corp. Line						3.90
20-22	Palmyra: E. Corp. Line	Palmyra: W. Corp. Line						1.70
23	Palmyra: W. Corp. Line	Macedon: E. Corp. Line						2.80
24	Macedon: E. Corp. Line	Macedon: No. Corp. Line						1.10
25	Macedon: No. Corp. Line	Monroe County Line						3.80
				7.50		0.30		32.32
		MONROE COUNTY						
1	Wayne County Line	Fairport: E. Corp. Line						3.20
2-4	Fairport: E. Corp. Line	Fairport: W. Corp. Line						1.40
4A	Fairport: W. Corp. Line	Basket St.	479		0.27			

STATE ROUTE No. 20 — Concluded

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	MONROE COUNTY — Concluded							
5	Basket St.	Shripe's Corner	60	.....	2.90	.....	.....	.....
6	Shripe's Corner	East Ave.	5093	.....	.....	.....	.....	0.18
7	Pittsford Road	Rochester: E. Corp. Line	5	.....	2.32	.....	.....	.....
				.....	5.49	.....	.....	4.78
		Route totals	.....	8.01	7.58	0.30	8.28	45.15
		Total miles in Route No. 20						69.32

STATE ROUTE No. 21

Commencing at a point on the Hudson river at or near Albany and running thence easterly to a point at or near Sand Lake, running thence southerly to a point at or near Nassau, in Rensselaer county, running thence southeasterly to a point to be determined by the commission, on the dividing line between Columbia and Rensselaer counties, to a point to be determined by the commission, on the dividing line between Columbia county and the state of Massachusetts.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	RENSSELAER COUNTY							
0	Rensselaer: Hudson River	Rensselaer: High St.	City	.....	.....	0.78	.....	.....
1, 2	Rensselaer: High St.	Defreestville–Couse Road	5533	2.11	.....	.....	.....	.....
3	Greenbush Road	Defreestville	5196	0.67	.....	.....	.....	.....
4	Defreestville	West Sand Lake	.....	.....	.....	.....	.....	5.00
5	West Sand Lake	Averill Park: Troy Road	5278A	3.10	.....	.....	.....	.....
5A	West Sand Lake	Averill Park: Nassau Road	194	.....	0.04	.....	.....	.....
6	Averill Park: Troy Road	Paper Mill Bridge	5278A	0.56	.....	.....	.....	.....
7	Paper Mill Bridge	Nassau Town Line	.....	.....	.....	.....	.....	2.50
8	Nassau Town Line	Hoags Corners Road	.....	.....	.....	.....	.....	3.00
9	Hoags Corners Road	Nassau: No. Corp. Line	.....	.....	.....	.....	.....	3.30
10	Nassau: No. Corp. Line	Nassau: Church St	.....	.....	.....	.....	.....	0.54
11	Nassau: Chatham St.	Nassau: E. Corp. Line	5163	0.41	.....	.....	.....	.....
12	Nassau: E. Corp. Line	Brainard: South Road	285	.....	3.62	.....	.....	.....
13	Nassau Road	East Nassau Road	439	.....	2.06	.....	.....	.....
14	East Nassau Road	Columbia County Line	5108	0.40	.....	.....	.....	.....
				7.25	5.72	0.78	.....	14.34
	COLUMBIA COUNTY							
1–2	Rensselaer County Line	New Lebanon-Mt. Leb'on Rd.	615	.....	6.56	.....	.....	.....
3	New Lebanon-Leb'on Spr. Rd	Mount Lebanon	.....	.....	.....	.....	.....	1.10
4	Mount Lebanon	Massachusetts State Line	4	.....	0.60	.....	.....	.....
				.....	7.16	.....	.....	1.10
		Route totals	.....	7.25	12.88	0.78	.....	15.44
		Total miles in Route No. 21						36.35

STATE ROUTE No. 22

Troy City — Whitehall — Putnam Section

Commencing at a point in Rensselaer county at or near the city of Troy, running thence northeasterly by the way of Raymertown, to Potter Hill, running thence northerly through Hoosick Falls, to a point at or near Eagle Bridge, on the dividing line between Washington and Rensselaer counties, running thence northerly by the way of Cambridge, Salem and Granville by the way of Whitehall and the shore road along Lake Champlain to Putnam.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	RENSSELAER COUNTY							
1	Troy: Old E. Corp. Line	Reservoir Road	5393	0.52				
2	Reservoir Road		10		0.48			
		Clums Corners Road	25		3.05			
3	Clums Corners Road	Haynersville	84		2.46			
4	Haynersville	Tomhannock Reservoir	478		3.21			
5	Tomhannock Reservoir	Hoosick Town Line	5479	6.18				
6, 7	Pittstown Town Line	Hoosick Road	5354	5.11				
8	Hoosick Road	Hoosick Falls: So. Corp. Line	490		2.90			
9	Hoosick Falls: So. Corp. L.	Hoosick Falls: No. Corp. L.	5040	1.57				
10	Hoosick Falls: No. Corp. L.	Washington County Line	490		3.45			
				13.38	15.55			
	WASHINGTON COUNTY							
1	Rensselaer County Line	Center White Creek	721		2.08			
2	Center White Creek	Cambridge: So. Corp. Line	97		3.61			
3, 4	Cambridge: So. Corp. Line	Jackson	5113	3.68				
5, 6	Jackson	Greenwich Junction	5293	6.01				
7	Greenwich Junction	Salem: No. Corp. Line	5316	3.09				
8	Salem: No. Corp. Line		5033	2.96				
9, 10		West Pawlet	5336	9.48				
11	West Pawlet		722		2.06			
11½		Granville: So. Corp. Line	104		1.25			
12	Granville: So. Corp. Line	Granville: No. Corp. Line	5404	1.75				
13	Granville: No. Corp. Line	Middle Granville	103		1.31			
14	Middle Granville	North Granville						3.80
15	North Granville	Comstock: ———						5.10
	Comstock: ———	Whitehall: Town Line	1224		0.22			
16	Fort Ann Town Line	Whitehall: So. Corp. Line	723		4.77			
17	Whitehall: So. Corp. Line	Whitehall: Bellamy St.	5531	1.32				
18	Whitehall: Broad St.	South Bay Br., East End	5578	1.88				
18½	East End of Bridge	West End of Bridge		0.26				
19	W. End of South Bay Bridge.	Dresden Center	5637					5.77
20	Dresden Center	Dresden Station						3.50
21	Dresden Station	Mill Brook						4.10
22	Mill Brook	Putnam						2.70
				30.43	15.30			24.97
		Route totals		43.81	30.85			24.97

Total miles in southern section of Route No. 22..... 99.63

STATE ROUTE No. 22

Riparius — Rouses Point Section

And commencing at a point on route twenty-five at Riparius in Warren county, and running thence to a point to be determined by the commission on the dividing line between Essex and Warren counties, and running thence northerly by way of Schroon Lake village to Elizabethtown, running thence westerly to Keene, thence northerly to Ausable Forks and a point on the dividing line between Clinton and Essex counties, thence northeasterly to a point at or near Ausable Chasm, thence northerly by the way of Plattsburgh and Chazy to Rouses Point.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		WARREN COUNTY						
1, 2	Route No. 25 at Loon Lake	Essex County Line	692	.....	8.94	.....	.....	.....
		ESSEX COUNTY						
1	Warren County Line	Schroon Lake Hamlet	745	.....	5.46	.....	.....	.....
2, 3	Schroon Lake Hamlet	No. Hudson Town Line	5179	6.73	.....	.....	.....	.....
4, 5	Schroon Town Line	North Hudson Hamlet	5180	5.39	.....	.....	.....	.....
6, 7	North Hudson Hamlet	Courtney Pond	5181	3.94	.....	.....	.....	.....
8	Courtney Pond	Euba Mills	5182	5.29	.....	.....	.....	.....
9, 10	Euba Mills	New Russia	5117	6.00	.....	.....	.....	.....
11	New Russia	Elizabethtown: High St.	5183	3.70	.....	.....	.....	.....
12, 13	Elizabethtown: High St.	Keene Town Line	5239	6.18	.....	.....	.....	.....
14, 15	Elizabethtown Town Line	Keene	5238	6.21	.....	.....	.....	.....
16, 17	Keene	Upper Jay	5236	6.06	.....	.....	.....	.....
18	Upper Jay	Jay	5235	3.69	.....	.....	.....	.....
19	Jay	Featherstone's	5184	2.54	.....	.....	.....	.....
20	Featherstone's	Ausable Fks. and Clin. Co. L. (Continued Below)	5011	3.45	.....	.....	.....	.....
		CLINTON COUNTY						
1	Ausable Fks. and Essex Co. L.	Clintonville	476	.....	5.38	.....	.....	.....
2, 3	Clintonville	Keeseville: So. Corp. Line	651	.....	5.58	.....	.....	.....
4	Keeseville: So. Corp. Line	Ausable Chasm	5056	2.26	.....	.....	.....	.....
5	Ausable Chasm	Essex County Line (Continued Below)	5311	0.29	.....	.....	.....	.....
		ESSEX COUNTY — Concluded						
21	Clinton County Line	Clinton County Line	5311	1.57	.....	.....	.....	.....
				60.80	5.46	.....	.....	.....
		CLINTON COUNTY — Concluded						
6	Essex County Line	Little Ausable River	5311	3.06	.....	.....	.....	.....
7, 8	Little Ausable River	Plattsburg: So. Corp. Line	5191	6.89	.....	.....	.....	.....
9	Plattsburg: So. Corp. Line	Plattsburg: Old Corp. Line	5197	0.26	.....	.....	.....	.....
9B	Plattsburg: Old Corp. Line	Peru St. Railroad Crossing	City	.....	.....	1.34	.....	.....
9A	Peru St. Railroad Crossing	Bridge St	5475	0.30	.....	.....	.....	.....
9C	Peru St.	Margaret St. Railr'd Crossing	City	.....	.....	0.78	.....	.....
10	Margaret St. Railr'd Crossing	Plattsburg: No. Corp. Line	5197	1.53	.....	.....	.....	.....
11	Plattsburg: No. Corp. Line	.....	5594	.....	.....	.....	3.79	.....
12	.....	Ingraham	.....	.....	.....	.....	.....	2.50
13	Ingraham	Chazy-West Chazy Road	.....	.....	.....	.....	.....	5.60
13A	Chazy-Chazy Landing Road	D. & H. R. R. Crossing	433	.....	0.40	.....	.....	.....
14	Railroad Crossing, Chazy	Coopersville	5199	4.55	.....	.....	.....	.....
15	Coopersville	Rouses Pt. So. Corp. Line	5199	3.70	.....	.....	.....	.....
16	Rouses Pt.: So. Corp. L.	Rouses Pt.: D. & H. R. R.	5228	1.69	.....	.....	.....	.....
17	Rouses Pt.: D. & H. R. R.	Canadian Line: Kings High	5337	2.36	.....	.....	.....	.....
				26.89	11.36	2.12	3.79	8.10
		Route totals	.....	87.69	25.76	2.12	3.79	8.10

Total miles in northern section of Route No. 22 ..... 127.46
Total miles in Route No. 22 ..... 227.09

STATE ROUTE No. 22A

Commencing at a point at the end of county highway petition number sixteen hundred and fifty-one, in the village of Newman and running thence northeasterly through Wilmington Notch and High Falls to Hathaway Corners, thence northerly across Ausable river to Nye's Corners, thence easterly through the village of Wilmington to the village of Jay connecting with route number twenty-two, Essex county.

Amended by L. 1914, ch. 201.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ESSEX COUNTY							
1	Lake Placid Village	High Fall	5500	7.16				
2	High Fall	Wilmington	5540	10.16				
3	Wilmington	Jay, Route No. 22						
				17.32				
		Route totals		17.32				
		Total miles in Route No. 22A						17.32

STATE ROUTE No. 22B

Commencing at a point on county highway number eight hundred and ninety-one outside of the village of Ticonderoga and extending westerly through the towns of Ticonderoga and Schroon through the village of Chilson, to a point on route number twenty-two at or near Severance hill, being within the boundaries of the county of Essex.

Added by L. 1913, ch. 785.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ESSEX COUNTY							
1	Ticond'ga: Howe St., C.H.891	South Road						3.20
2	South Road	Chilson						2.00
3	Chilson	Chilson Lake Crossing						3.30
4	Chilson Lake Crossing	Paradox						3.20
5	Paradox	Smith Bay	5541	2.47				
6	Smith Bay	Platts Corners, Rt. 22	5541	3.50				
				5.97				11.70
		Route totals		5.97				11.70
		Total miles in Route No. 22B						17.67

STATE ROUTE No. 22C

Commencing at a point on county highway number ten hundred and twenty-three, and running thence northerly and westerly to Pottersville on the easterly side of the Schroon river, terminating at route number twenty-two, all within the boundaries of Warren county.

Added by L. 1913, ch. 785.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	WARREN COUNTY							
1	Starbuckville: C. H. 1023	Valentine Creek						2 30
2	Valentine Creek	Pottersville, Route No. 22						2 50
								4.80
		Route totals						4.80
		Total miles in Route No. 22C						4 80

STATE ROUTE No. 23

Commencing on the Cherry Valley turnpike at the westerly line of the village of West Winfield near the intersection of the three counties, Otsego, Oneida and Herkimer, running thence westerly to the village of Bridgewater, running thence northerly to the city of Utica, running thence northeasterly through the town of Deerfield to a point to be determined by the commission on the dividing line between Herkimer and Oneida counties, at or near Poland, there intersecting route number twenty-six, running northeasterly through Cold Brook, Wilmurt and Nobleboro to the Hamilton county line there joining the county highway of Hamilton county which leads through Morehouseville to Lake Pleasant, joining route twenty-four at Lake Pleasant and running thereon to Speculator, running thence northerly by way of Lewey Lake to Indian Lake village; thence northwesterly to Blue Mountain Lake there joining route twenty-five.

Amended by L. 1914, ch. 47.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		HERKIMER COUNTY						
1	W. Winf.: W. Cp. L., Rt. 23A.	Oneida County Line	5465	0.04				
	(Continued Below)							
		ONEIDA COUNTY						
1	Herkimer County Line	Herkimer County Line	5465	0.57				
	(Continued Below)							
		HERKIMER COUNTY — (Continued)						
1A	Oneida County Line	Otsego County Line	5465	0.10				
	(Continued Below)							
		OTSEGO COUNTY						
1	Herkimer County Line	Oneida County Line	5465	1.53				
		ONEIDA COUNTY — (Concluded)						
2	Otsego County Line	Bridgewater: No. Corp. L.	5465	0.70				
3	Bridgewater: No. Corp. L.	Paris Town Line	559		4.05			
4	Bridgewater Town Line	Clayville: So. Corp. Line	559		2.31			
5	Clayville: So. Corp. Line	Clayville: No. Corp. Line	5079	1.44				
6	Clayville: No. Corp. Line	Hartford Town Line	559		2.73			
7	Paris Town Line	Utica: So. Corp. Line	71		5.19			
8	Utica: So. Corp. Line	Utica: Parkway	5605	0.52				
8A	Utica: Parkway	Utica: Oneida Square	City			0.75		
8B	Utica: Oneida Square	Barge Canal South	City			1.70		
9	Barge Canal, South	Barge Canal, North	B. C.			0.16		
10	Barge Canal, North	Deerfield Four Corners	5604	0.34				
	Deerfield Four Corners		933		0.03			
		Shaw Corner	5604	0.71				
11	Shaw Corners	Marcy Hill Road	5633				5.10	
12–13	Marcy Hill Road	Rt. 26 near W. Canada Cr. Br.	5597				5.34	
	Rt. 23, near W. Can. Cr. Br.	Herkimer County Line	Rt. 26				*0.68	
	(Note: B. C., built with Barge Canal moneys)							
				4.28	14.31	2.61	5.34	5.10
		HERKIMER COUNTY — (Concluded)						
	Oneida County Line	Poland: Main St.	Rt. 26				*0.74	
1	Poland: Main St.	Poland E. Corp. Line	5069	0.54				
2	Poland: E. Corp. Line	Coldbrook: So. Corp. Line	360		0.35			
3	Coldbrook: So. Corp. Line	Coldbrook: State St.	5069	0.80				
4	Coldbrook: State St.	Coldbrook: No. Corp. L.	467		0.53			
5	Coldbrook: No. Corp. Line	Norway Town Line	467		1.81			
6	Russia Town Line	Ohio Town Line						2.60
7	Norway Town Line	Ohio						3.50
8, 9	Ohio	Wilmurt						6.10
10	Wilmurt	Hamilton County Line						4.20
				1.48	2.69			16.40
		HAMILTON COUNTY						
1	Herkimer County Line	Mt. House Road	874		†5.00			
2, 3	Mt. House Road	Arietta Town Line						†5.02
4	Morehouse Town Line	Irondequoit Bay						†3.20
5	Irondequoit Bay	Echo Cliff						†2.40

*Not included in total.

†Not included in total according to an opinion dated November 10, 1915, by the Attorney General to the effect that Route 23 Stops at the Herkimer County Line and is again taken up at Lake Pleasant, running thence to Speculator, etc.

STATE ROUTE No. 23 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	HAMILTON COUNTY — Concluded							
6	Echo Cliff	Piseco	.....	.....	.....	.....	.....	†2.50
7	Piseco	Lilly Lake	1025	.....	†4.52	.....	.....	.....
8	Lilly Lake	Lake Pleasant	1025	.....	†3.23	.....	.....	.....
9	Lake Pleasant	Speculator	Rt. 24	.....	*3.44	.....	.....	.....
10	Speculator	Hatchery	.....	.....	.....	.....	.....	2.40
11	Hatchery	Jessup River	.....	.....	.....	.....	.....	4.10
12	Jessup River	Mason Lake	.....	.....	.....	.....	.....	3.60
13	Mason Lake	Lewey Lake Outlet	.....	.....	.....	.....	.....	4.80
14	Lewey Lake Outlet	Griffin Brook	.....	.....	.....	.....	.....	4.20
15	Griffin Brook	Sabael	.....	.....	.....	.....	.....	5.00
16	Sabael	Indian Lake Hamlet	.....	.....	.....	.....	.....	3.40
17	Indian Lake Hamlet	Cedar River Road	.....	.....	.....	.....	.....	2.14
18	Cedar River Road	Forest House	.....	.....	.....	.....	.....	4.00
19	Forest House	Blue Mt. Lake, Rt. 25	.....	.....	.....	.....	.....	4.90
				.....	.....	.....	.....	38.54
		Route totals	.....	7.29	17.00	2.61	5.34	60.04
		Total miles in Route No. 23						92.28

* Not included in total.
† Not included in total according to an opinion dated November 10, 1915, by the Attorney General to the effect that Route 23 stops at the Herkimer County Line and is again taken up at Lake Pleasant, running thence to Speculator, etc.

STATE ROUTE No. 23A

Commencing on route six in the village of Ilion at its intersection with Otsego street, running thence southerly through Cedarville, Chepachet and to the westerly line of the village of West Winfield, there connecting with route twenty-three.
Amended by L. 1912, ch. 535.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	HERKIMER COUNTY							
1	Ilion: E. Main St., Rt. 6	Ilion: So. Corp. Line	5513	0.90	.....	.....	.....	.....
2, 3	Ilion: So. Corp. Line	Cedarville	5466	7.12	.....	.....	.....	.....
4	Cedarville	East Winfield	.....	.....	.....	.....	.....	3.90
5	East Winfield	West Winfield: E. Corp. L.	.....	.....	.....	.....	.....	1.90
6	West Winfield: E. Corp. L.	W. Winf.: W. Corp. L., Rt. 23	5465	1.03	.....	.....	.....	.....
				9.05	.....	.....	.....	5.80
		Route totals	.....	9.05	.....	.....	.....	5.80
		Total miles in Route No. 23A						14.85

STATE ROUTE No. 24

Commencing at a point on route number six at Fonda, Montgomery county, running thence northerly to a point to be determined by the commission on the dividing line between Fulton and Montgomery counties, running thence northerly by the way of Johnstown and Gloversville to Northville, running thence northerly to a point to be determined by the commission on the dividing line between the counties of Hamilton and Fulton, running thence northerly to Lake Pleasant.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	MONTGOMERY COUNTY							
1	Fonda: Main St., Rt. 6	Fulton County Line	5096	2.43				
	FULTON COUNTY							
1	Montgomery County Line	Johnstown: So. Corp. Line	5096	0.64				
2	Johnstown: So. Corp. Line	Johnstown: So. William St.	5394	0.82				
2A	Johnstown: W. Madison Ave.	Johnstown: Jeffers St.	City			1.95		
3	Johnstown: Jeffers St.	Gloversville: W. Corp. Line	5394	0.72				
4	Johnstown: E. Corp. Line	Gloversville: Fulton St.	City			1.60		
4A	Gloversville: Fulton St.	Gloversville: Green St.	City			0.80		
5	Gloversville: No. Main St.	Gloversville: E. Corp. Line	City			0.95		
5A	Gloversville: E. Corp. Line	Mayfield: W. Corp. Line	33		4.01			
6	Mayfield: W. Corp. Line	Mayfield: No. Corp. Line	5194	1.11				
6A	Mayfield: No. Corp. Line	Dennie Corners	333		1.37			
7	Dennie Corners	Northampton Town Line	541		3.54			
8	Mayfield Town Line	Chapman's Corners	541		3.25			
8A	Chapman's Corners	Sacandaga River	332		1.71			
9	Sacandaga River	Northville: Main St.	5035	0.44				
9A	Northville: Bridge St.	Northville: Fourth St.	Village			0.49		
10	Northville: Fourth St.	Hamilton County Line	5095	1.98				
				5.71	13.91	5.79		
	HAMILTON COUNTY							
1	Fulton County Line	Hope Center	5033	2.99				
2	Hope Center	Hope	5133	2.30				
3	Hope	Dunhams	5133	3.15				
4	Dunhams	Stuart Corners	5283	5.73				
5	Stuart Corners	Wells Town Bridge	5514				6.93	
6	Wells Town Bridge	Speculator	5523					6.74
7	Speculator	Lake Pleasant, Rt. 23	277		3.44			
				14.22	3.44		6.93	6.74
	Also:							
	Stuart Corners	Elbow Creek	5283	0.23				
				14.45	3.44		6.93	6.74
		Route totals		22.59	17.35	5.79	6.93	6.74
			Total miles in Route No. 24					59.45

STATE ROUTE No. 25

Commencing at Whitesboro near Utica on route number twenty-eight in Oneida county, running thence northerly, by the way of Marcy, Holland Patent, Remsen, Alder Creek and White Lake Corners, to a point to be determined by the commission, at or near the dividing lines between Herkimer, Lewis and Oneida counties, running thence northeasterly by the way of Fulton Chain, and on or near the highways laid out, to a point to be determined by the commission, on the dividing line between Hamilton and Herkimer counties, running thence easterly by the way of Raquette Lake, and on the south shore of Raquette Lake, running thence northeasterly to Blue Mountain Lake, running thence northerly to Long Lake, running thence easterly to a point to be determined by the commission, on the dividing line between Essex and Hamilton counties, running thence easterly to Newcomb, running thence southeasterly by the way of Minerva, to a point to be determined by the commission, on the dividing line between Warren and Essex counties, running thence by the way of North Creek, Riparius and Warrensburg to Lake George, running thence southerly to a point to be determined by the commission on the dividing line between Saratoga and Warren counties at or near Glens Falls, running thence southerly by the way of Saratoga Springs to Ballston Spa, running thence southeasterly to a point to be determined by the commission on the dividing line between Albany and Saratoga counties, running thence southerly to a point to be determined by the commission at or near the city of Albany.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		ONEIDA COUNTY						
1	Whitesboro: W. Cp. L., Rt. 28	Barge Canal: South	5547	.....	.....	.....	0.67	.....
	Barge Canal, South	Barge Canal, North	B. C.	.....	.....	0.16	.....	.....
	Barge Canal, North	Carey Corners	5547	.....	.....	.....	0.03	.....
2	Carey Corners	Stittville	5325	6.76	.....	.....	.....	.....
3	Stittville	Trenton: Mappa Ave	5325	5.61	.....	.....	.....	.....
4	Trenton: Mappa Ave	Prospect	5345	3.16	.....	.....	.....	.....
	Prospect	Remsen: Main St	5345	2.70	.....	.....	.....	.....
5	Remsen: Prospect St	Boonville Town Line	5346	5.89	.....	.....	.....	.....
6, 7	Remsen Town Line	Herkimer County Line	5248	16.77	.....	.....	.....	.....
	(Note: B. C., built with Barge Canal moneys)							
				40.89	.....	0.16	0.70	.....
		Also:						
	Remsen: Prospect St	Trenton Town Line	5346	0.23	.....	.....	.....	.....
				41.12	.....	0.16	0.70	.....
		HERKIMER COUNTY						
1	Oneida County Line	Moose River, McKeever	5248	1.23	.....	.....	.....	.....
2	Moose River, McKeever	Old Forge: So. Corp. Line	462	.....	9.91	.....	.....	.....
3	Old Forge: So. Corp. Line	Old Forge: E. Corp. Line	5441	1.27	.....	.....	.....	.....
4	Old Forge: E. Corp. Line	Bald Mountain	.....	.....	.....	.....	.....	3.80
5	Bald Mountain	Hamilton County Line	.....	.....	.....	.....	.....	5.22
				2.50	9.91	.....	.....	9.02
		HAMILTON COUNTY						
0	Herkimer County Line	Inlet Road	1098	.....	.....	.....	0.19	.....
1	Inlet Road	Long Lake Town Line	.....	.....	.....	.....	.....	1.70
2	Inlet Town Line	Inlet Town Line	.....	.....	.....	.....	.....	1.30
3-4	Long Lake Town Line	Arietta Town Line	.....	.....	.....	.....	.....	5.80
5	Inlet Town Line	South Inlet River	.....	.....	.....	.....	.....	3.55
6-7	South Inlet River	Indian Lake Town Line	.....	.....	.....	.....	.....	4.56
8	Arietta Town Line	Utowana Lake	.....	.....	.....	.....	.....	3.50
9	Utowana Lake	Blue Mountain Lake	.....	.....	.....	.....	.....	3.20
10	Blue Mountain Lake	Salmon River	.....	.....	.....	.....	.....	5.50
11	Salmon River	Grove	.....	.....	.....	.....	.....	3.58
12	Grove	Long Lake, Show Pond	848	.....	3.74	.....	.....	.....
13, 14	Long Lake, Show Pond	Essex County Line	5189	8.43	.....	.....	.....	.....
				8.43	3.74	.....	0.19	32.69

STATE ROUTE No. 25 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		ESSEX COUNTY						
1-2	Hamilton County Line	Newcomb	5183	4.63				
3-4	Newcomb	Minerva Town Line	753		7.03			
5-6	Newcomb Town Line	Aiden Lair	5187	5.69				
7-8	Aiden Lair	Minerva	5186	6.33				
9	Minerva	Warren County Line	653		3.64			
				16.65	10.67			
		WARREN COUNTY						
1	Essex County Line	North Creek	736		4.12			
2	North Creek	Wevertown	5185	6.07				
3	Wevertown		5083	1.53				
4		Riparius: Hudson R. Br. W.	5055	1.63				
5-8	Riparius: Hudson R. Br. E.	Chestertown	691		5.73			
9, 10	Chestertown	Chase Mountain	5153	6.49				
11, 12	Chase Mountain	Warrensburg	5157	6.55				
13	Warrensburg	Lake George: No. Corp. L.	5227	4.53				
14	Lake George: No. Corp. L.	Lake George: So. Corp. L.	5068	1.48				
15	Lake George: So. Corp. L.	Glens Falls: No. Corp. L.	417		7.56			
16	Glens Falls: No. Corp. L.	Glens Falls: Lincoln Ave.	5528	0.61				
17	Glens Falls: Lincoln Ave.	Saratoga County Line	City			1.10		
				28.94	17.41	1.10		
		Also:						
	North Creek: Wevertown Rd.	North Creek: D. & H. R. H.	5185	0.50				
				29.44	17.41	1.10		
		SARATOGA COUNTY						
1-2	Warren County Line	So. Glens Falls: So. Corp. L.	5593				1.10	
3	So. Glens Falls: So. Corp. L.	Ft. Edward Road						3.50
4	Ft. Edward Road	Northumberland Town Line						4.00
5	Moreau Town Line							4.10
6		Schuylerville Road						4.30
7	Northumberland Road	Saratoga Springs Town Line	244		5.20			
8	Saratoga Town Line	Saratoga Springs: E. Corp. L.	443		3.76			
9	Saratoga Springs: E. Corp. L.	Saratoga Springs: Circular St.	City			0.57		
10	Saratoga Springs: Lake Ave.	Saratoga Springs: Union St.	City			0.90		
11	Saratoga Springs: Union St.	Saratoga Spgs.: So. Corp. L.	City			0.35		
12	Saratoga Spgs.: So. Corp. L.	Ballston Spa: E. Corp. Line	241		4.36			
13	Ballston Spa: E. Corp. Line	Ballston Spa: Hamilton St.	5062	0.67				
	Ballston Spa: Hamilton St.	Ballston Spa: Front St.	Village			0.21		
	Ballston Spa: Front St.	Ballston Spa: So. Corp. Line	5062	0.54				
	Ballston Spa: So. Corp. Line	Mourning Kill Creek	5062	1.69				
14	Mourning Kill Creek	Ballston Lake Hamlet	5085	4.51				
15	Ballston Lake Hamlet	Lipes Corners						5.50
16	Lipes Corners	Clifton Park	5339					2.66
17	Clifton Park	Crescent and Albany Co. Line	5339					3.71
				7.41	13.41	2.53	1.10	27.77
		ALBANY COUNTY						
1	Crescent and Saratoga Co. L.	Dry Dock	5614	0.10				
2-3	Dry Dock	Whitbeck Corners	5555	4.19				
4	Whitbeck Corners	Newtonville	119		2.74			
5	Newtonville	Albany: Old No. Corp. Line	22		3.41			
				4.29	6.15			
		Route totals		109.84	61.29	3.79	1.99	69.48
				Total miles in Route No. 25				245 39

STATE ROUTE No. 26

Commencing in the village of Mohawk near the intersection of routes five and six, thence running easterly through Jacksonburg to Little Falls, thence running northwesterly through Eatonsville, Middleville, Newport and Poland, across the corner of Oneida county, thence in Herkimer county to a point on the dividing line between Oneida and Herkimer counties near Gravesville, thence by the way of Trenton Falls to join route number twenty-five at or near Trenton.

Amended by L. 1910, ch. 573.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	HERKIMER COUNTY							
1	Mohawk: Main St., Rt. 6	Mohawk: E. Corp. Line	.....	.....	.....	.....	.....	0.10
2	Mohawk: E. Corp. Line	Jacksonburg	.....	.....	.....	.....	.....	4.25
3	Jacksonburg	Little Falls: So. Corp. Line	.....	.....	.....	.....	.....	3.02
4	Little Falls: So. Corp. Line	Little Falls: Erie Canal	City	.....	.....	0.71	.....	.....
5	Little Falls: Erie Canal	Little Falls: Church St.	City	.....	.....	0.36	.....	.....
6	Little Falls: No. Ann St.	Little Falls: No. Corp. Line	City	.....	.....	1.10	.....	.....
7	Little Falls: No. Corp. Line	Fairfield Town Line	.....	.....	.....	.....	.....	3.60
8	Herkimer Town Line	Middleville: So. Corp. Line	.....	.....	.....	.....	.....	4.10
9	Middleville: So. Corp. Line	Middleville: Bridge St.	.....	.....	.....	.....	.....	0.67
10	Middleville: Bridge St.	Middleville: No. Corp. L.	5064	0.53	.....	.....	.....	.....
11	Middleville: No. Corp. L.	Newport: So. Corp. Line	461	.....	3.25	.....	.....	.....
12	Newport: So. Corp. Line	Newport: No. Corp. Line	5064	1.03	.....	.....	.....	.....
13	Newport: No. Corp. Line	Poland: So. Corp. Line	461	.....	2.82	.....	.....	.....
14	Poland: So. Corp. Line	Poland: Cold Brook St.	5069	0.69	.....	.....	.....	.....
15	Poland: Cold Brook St.	W. Can. Ck.: Oneida Co. L.	5559	.....	.....	.....	0.74	.....
	(Continued Below)							
	ONEIDA COUNTY							
1	Poland: W. C. Ck.: Herk. C. L.	W. Can. Ck.: Herk. Co. L.	5559	.....	.....	.....	0.75	.....
	(Continued Below)							
	HERKIMER COUNTY — (Concluded)							
16	W. Can. Ck.: Oneida Co. L.	Gravesville: Oneida Co. L.	5559	.....	.....	.....	3.56	.....
				2.25	6.07	2.17	4.30	15.74
	ONEIDA COUNTY — (Concluded)							
2	W. Can. Ck.: Herk. Co. L.	Trenton: Boon St., Rt. 25	5559	.....	.....	.....	3.84	.....
				.....	.....	.....	4.59	.....
	Route totals		.....	2.25	6.07	2.17	8.89	15.74
		Total miles in Route No. 26						35.12

STATE ROUTE No. 27

Commencing at a point on route number twenty-five, to be determined by the commission near Alder Creek, running thence northwesterly by way of Booneville,* to a point on the dividing line between Lewis and Oneida counties, running thence northerly by the way of Lowville, to a point at or near Carthage, on the dividing line between Jefferson and Lewis counties, running thence northwesterly and westerly to the city of Watertown, running thence northwesterly from the city of Watertown to Clayton, thence northeasterly to Alexandria Bay, Jefferson county.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ONEIDA COUNTY							
1	Alder Creek: Rt. 25	Boonville: Black River Canal.	5307	6.40	.....	.....	.....	.....
2	Boonville: Black River Canal.	Boonville: ———	5303	0.83	.....	.....	.....	.....
3	Boonville: ———	Lewis County Line	5307	1.38	.....	.....	.....	.....
				8.61	.....	.....	.....	.....
	LEWIS COUNTY							
1	Oneida County Line	Talcottville	5327	2.60	.....	.....	.....	.....
2	Talcottville	West Turin Town Line	5327	3.07	.....	.....	.....	.....
3	Leyden Town Line	Turin: So. Corp. Line	5327	3.10	.....	.....	.....	.....
4	Turin: So. Corp. Line	Turin: No. Corp. Line	5327	1.08	.....	.....	.....	.....
5	Turin: No. Corp. Line	Martinsburg Town Line	5327	4.92	.....	.....	.....	.....
6	Turin Town Line	Martinsburg	5077	3.08	.....	.....	.....	.....
7	Martinsburg	Lowville: So. Corp. Line	5036	2.61	.....	.....	.....	.....
8	Lowville: So. Corp. Line	Lowville: No. Corp. Line	5309	1.30	.....	.....	.....	.....
9	Lowville: No. Corp. Line	Harrisburg Creek	5332	3.77	.....	.....	.....	.....
10	Harrisburg Creek	Deer River	5332	6.86	.....	.....	.....	.....
11	Deer River	W. Carthage: Jeffer'n Co. Line	5332	2.58	.....	.....	.....	.....
				34.97	.....	.....	.....	.....
	JEFFERSON COUNTY							
1	W. Carthage: Lewis Co. Line	W. Carthage: Black River	5332	1.12	.....	.....	.....	.....
2	Carthage: Black River	Carthage: Church St	5344	0.27	.....	.....	.....	.....
3	Carthage: Church St	Carthage: School St	5402	.....	.....	.....	.....	0.07
4	Carthage: State St	Cart.: N.Y.C.&H.R.R.R., So.	5344	0.28	.....	.....	.....	.....
	Cart.: N.Y.C.&H.R.R.R., So.	Cart.: N.Y.C.&H.R.R.R., No	R. R.	.....	.....	0.20	.....	.....
	Cart.: N.Y.C.&H.R.R.R., No	Carthage: No. Corp. Line	5344	0.69	.....	.....	.....	.....
4A	Carthage: No. Corp. Line	Deferiet: Black River Br.	428	.....	4.87	.....	.....	.....
4B	Deferiet: Black River Br.	Felt Mills: Carthage Rd.	427	.....	3.79	.....	.....	.....
4C	Felt Mills: Carthage Rd.	Cemetery Corner	5152	0.29	.....	.....	.....	.....
4D	Cemetery Corner	Black River: E. Corp. L.	427	.....	1.21	.....	.....	.....
5	Black River: E. Corp. Line	Parkinson Corner	5005	0.38	.....	.....	.....	.....
6	Parkinson Corner	Browns Corner	5175	0.32	.....	.....	.....	.....
5A	Browns Corner	Paper Mill Tracks	5005	0.71	.....	.....	.....	.....
6A	Paper Mill Tracks	Black River, West Side	5175	0.09	.....	.....	.....	.....
7	Black River: West Side	Watertown: E. Corp. Line	5005	3.59	.....	.....	.....	.....
8	Watertown: E. Corp. Line	Watert.: Black Riv. Br., No.	5530	0.39	.....	.....	.....	.....
	Watert.: Black Riv. Br., No.	Watert.: Black Riv. Br., So.	Town	.....	.....	0.09	.....	.....
	Watert.: Black Riv. Br., So.	Watert.: R. R. Crossing, No.	5530	0.18	.....	.....	.....	.....
	Watert.: R. R. Crossing, No.	Watert.: R. R. Crossing, So.	R. R.	.....	.....	.....	.....	0.14
	Watert.: R. R. Crossing, So.	Watertown: State St	5530	0.38	.....	.....	.....	.....
8A	Watertown: Eastern Blvd	Watertown: Colorado Ave	1134	.....	0.35	.....	.....	.....
9	Watertown: Colorado Ave	Watertown: Bradley St	City	.....	.....	2.00	.....	.....
10	Watertown: Main St	Watertown: No. Corp. L.	5140	0.85	.....	.....	.....	.....
11	Watertown: No. Corp. L.	Brownville Town Line	5140	4.39	.....	.....	.....	.....
12	Pamelia Town Line	Depauville	5267	8.45	.....	.....	.....	.....
13	Depauville	Clayton: State St	5266	7.31	.....	.....	.....	.....
14	Clayton: James St	N.Y.C.: West Side	5304	0.20	.....	.....	.....	.....
	N.Y.C.: West Side	N.Y.C.: East Side	5304A	.....	.....	.....	.....	0.15
	N.Y.C.: East Side	Alexandria Bay	5304	11.13	.....	.....	.....	.....
	(Note: R.R., built by Railroad Co.)							
				41.02	10.22	2.29	.....	0.21
	Also:							
13A	Clayton: State St	Clayton: Water St	5403	1.17	.....	.....	.....	.....
	Clayton: James St	Clayton: Webb St						
	Clayton: Water St	Clayton: State St						
				42.19	10.22	2.29	.....	0.21
		Route totals	.....	85.77	10.22	2.29	.....	0.21

Total miles in Route No. 27 ..... 98 78

*So in original.

STATE ROUTE No. 28

Commencing at the city of Utica, Oneida county, running thence northwesterly to Rome, running thence northwesterly from Rome, by the way of Camden, to a point to be determined by the commission, on the dividing line between Oswego and Oneida counties, running thence northwesterly by the way of Parish to Union Square, Oswego county.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	ONEIDA COUNTY							
0	Utica: Genesee St.	Utica: W. Corp. Line	City			1.70		
1	Utica: W. Corp. Line	Yorkville: Champlain Ave.	5091	0.23				
1A	Yorkville: Champlain Ave.	Yorkville: ———	21		0.27			
1B	Yorkville: ———	Yorkville: Sauquoit Creek	5091	0.80				
2	Whitesboro: Sauquoit Creek	Whitesboro: W. Corp. Line	5059	1.60				
	Whitesboro: W. Corp. Line	Carey Corners	Rt. 25			*0.16	*0.70	
3	Carey Corners	Floyd Town Line	296		3.32			
3A	Marcy Town Line	Rome Town Line	295		2.80			
4	Floyd Town Line	Rome: E. Corp. Line	560		2.42			
5	Rome: E. Corp. Line	Rome: Wood Creek	5131	0.28				
6	Rome: Wood Creek	Rome: Knox St.	City			1.90		
7	Rome: Knox St.	Rome: W. Corp. Line	5131	0.92				
8	Rome: W. Corp. Line	Lee Town Line	563		5.11			
9	Rome Town Line	Taberg	5139	4.69				
10	Taberg		5139	3.25				
11		Camden: Mad River	5461	3.43				
12	Camden: Mad River	Camden: W. Corp. Line	5640				1.27	
13-14	Camden: W. Corp. Line	Oswego County Line	5553	5.73				
				20.98	13.92	3.60	1.27	
	OSWEGO COUNTY							
1	Oneida County Line	Amboy Center						3.90
2	Amboy Center							1.54
3		Salmon River	563*				3.06	
4	Salmon River	Roth Corner	5638				2.57	
5	Roth Corner	Colosse	5526	4.79				
6	Colosse	Union Square	5415	2.67				
				7.46			5.63	5.44
		Route totals		28.44	13.92	3.60	6.90	5.44

* Not included in total.

Total miles in Route No. 28 ..... 58.30

STATE ROUTE No. 29

Commencing at Rome, running thence southwesterly to Oneida, being a point on the dividing line between Madison and Oneida counties.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	ONEIDA COUNTY							
0	Rome: Dominick St.	Rome: Erie Canal	City			0.39		
1	Rome: Erie Canal	Rome: So. Corp. Line	1111		0.21			
2	Rome: So. Corp. Line	Rome Custodial Asylum	564		1.70			
3	Rome Custodial Asylum	West Moreland Town Line	5521	2.22				
4	Rome Town Line	Verona	5521	3.48				
5, 6	Verona	Oneida: E. C. L., Mad. C. L.	5558	4.69				
				10.39	1.91	0.39		
		Route totals		10.39	1.91	0.39		

Total miles in Route No. 29 ..... 12.69

STATE ROUTE No. 30

Commencing at Rouses Point, in Clinton county, running thence westerly through the northern part of Clinton county, to a point to be determined by the commission, on the dividing line between Franklin and Clinton counties, running thence westerly by the way of Burke, Malone and Moira, to a point to be determined by the commission, on the dividing line between Saint Lawrence and Franklin counties, running thence westerly to Lawrenceville, running thence southerly to a point at or near Nicholville, running thence westerly and southwesterly by the ways of Potsdam, Canton and Gouverneur, to a point to be determined by the commission, on the dividing line between Jefferson and Saint Lawrence counties, running thence southwesterly by the way of Philadelphia to Watertown, running thence southerly from Watertown, by the way of Adams and Pierrepont Manor, to a point to be determined by the commission on the dividing line between Oswego and Jefferson counties, running thence southerly and southwesterly and westerly by the way of Pulaski and Union Square to Oswego, running thence southerly from Oswego by way of Hannibal to a point to be determined by the commission, on the dividing line between Cayuga and Oswego counties, running thence southwesterly through the northern part of Cayuga county to a point to be determined by the commission on the dividing line between Wayne and Cayuga counties, running thence southwesterly and westerly by the way of Red Creek, Wolcott, Alton, Sodus, Williamson and Ontario to a point to be determined by the commission on the dividing line between Monroe and Wayne counties, running thence southwesterly to the city of Rochester, running thence westerly from the city of Rochester by way of Spencerport, to a point to be determined by the commission, on the dividing line between Orleans and Monroe counties, running thence westerly to points at Albion and Medina, running thence northwesterly and northerly to Ridgway on the Ridge road; thence westerly along the Ridge road to Jeddox, Johnson Creek, Hartland Corners and Ridge Road Settlement; thence southwesterly to Wright's Corners; thence westerly through Warren's Corners and Cambria to a point two and five-tenths miles directly north of Pekin on the Ridge road; thence southerly along the Town Line road through Pekin to a point on the Saunders Settlement road to Sanborn; thence westerly and southwesterly along the Saunders Settlement road to Niagara Falls to connect with route number eighteen; continuing on the River road at the easterly city limits of the city of Niagara Falls and continuing along said river road to the northerly city limits of the city of North Tonawanda and thence southerly along said River road and Main street to the place of intersection of Island street in said city of North Tonawanda;

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		CLINTON COUNTY						
1	Rouses Pt.: Main St. (Rt. 22)	Rouses Point: W. Corp. L.	5228	0.55	.....	.....	.....	.....
2	Rouses Point: W. Corp. L.	Champlain: E. Corp. L.	57	.....	1.00	.....	.....	.....
			136	.....	1.75	.....	.....	.....
3-4	Champlain: E. Corp. Line	Champlain: W. Corp. Line	.....	.....	.....	.....	.....	1.80
5	Champlain: W. Corp. Line	Mooers Town Line	.....	.....	.....	.....	.....	3.10
6-7	Champlain Town Line	Mooers Forks	5102	6.47	.....	.....	.....	.....
8-9	Mooers Forks	Ellenburg Depot	5485	9.63	.....	.....	.....	.....
10-12	Ellenburg Depot	Franklin County Line	5520	11.83	.....	.....	.....	.....
				28.48	2.7	.....	.....	4.90
		FRANKLIN COUNTY						
1, 2	Clinton County Line	Goodspeeds Farm	5468	4.66	.....	.....	.....	.....
3	Goodspeeds Farm	Burke Center	5613	.....	.....	.....	3.55	.....
4	Burke Center	Malone Town Line	5613	.....	.....	.....	3.08	.....
5, 6	Constable Town Line	Malone: N. Y. C. R. R.	5613	.....	.....	.....	3.73	.....
7	Malone: N. Y. C. R. R.	Malone: W. Corp. Line	5602	.....	.....	.....	1.99	.....
8	Malone: W. Corp. Line	North Bangor	701	.....	4.51	.....	.....	.....
9	North Bangor	French Farm	5031	3.00	.....	.....	.....	.....
10, 11	French Farm	Moira: Railroad Crossing	5076	5.20	.....	.....	.....	.....
12	Moira: Railroad Crossing	St. Lawrence County Line	5284	3.38	.....	.....	.....	.....
				16.24	4.51	.....	12.35	.....
		ST. LAWRENCE COUNTY						
1-3	Franklin County Line	St. Regis River, Nicholville	5284	8.28	.....	.....	.....	.....
4-7	St. Regis River, Nicholville	Potsdam: E. Corp. Line	5285	14.90	.....	.....	.....	.....
8	Potsdam: E. Corp. Line	Potsdam: Lawrence Ave	5308	1.15	.....	.....	.....	.....
	Potsdam: Lawrence Ave	Potsdam: Park St	Village	.....	.....	0.06	.....	.....
	Potsdam: Park St	Potsdam: Market St	5308	0.20	.....	.....	.....	.....
	Potsdam: Elm St	Potsdam: Racquette River	Village	.....	.....	0.14	.....	.....
	Potsdam: Racquette River	Crowley Farm	5303	1.16	.....	.....	.....	.....
9	Crowley Farm	Trout Brook	5032	5.00	.....	.....	.....	.....
10	Trout Brook	Canton: Grasse River	5115	4.74	.....	.....	.....	.....
11	Canton: Grasse River		5116	5.45	.....	.....	.....	.....

STATE ROUTE No. 30 — Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ST. LAWRENCE COUNTY — Concluded							
12	.....	Gouverneur: No. Corp. L....	5283	18.91	.....	.....	.....	.....
13	Gouverneur: No. Corp. L....	Gouverneur: So. Corp. L....	5331	1.78	.....	.....	.....	.....
14	Gouverneur: So. Corp. L....	Jefferson County Line.....	5287	5.99	.....	.....	.....	.....
				67.56	.....	0.20	.....	.....
	JEFFERSON COUNTY							
1	St. Lawrence County Line...	Antwerp: Willow St.....	5427	5.76	.....	.....	.....	.....
2	Antwerp: Turnpike.....	Philadelphia: No. Corp. L...	5548	5.96	.....	.....	.....	.....
3	Philadelphia: No. Corp. L...	Philadelphia: So. Corp. L....	5548	1.25	.....	.....	.....	.....
	Philadelphia: So. Corp. L....	Bacon Corner.....	449	.....	1.40	.....	.....	.....
4	Bacon Corner.....	Evans Mills: Noble St.....	5617	.....	.....	.....	5.03	.....
5	Evans Mills: Noble St.....	Wood Corners.....	.....	.....	.....	.....	.....	2.08
6	Wood Corners.....	Sanford Corners.....	.....	.....	.....	.....	.....	3.10
7	Sanford Corners.....	Parker Corners.....	.....	.....	.....	.....	.....	3.00
7A	Parker Corners.....	Mill St. Extension.....	565	.....	0.65	.....	.....	.....
8	Leroy St. Extension.....	Watertown: N. Corp. Line..	.....	.....	.....	.....	.....	0.15
8A	Watertown: N. Corp. Line..	Watertown: Washington St..	City	.....	.....	1.41	.....	.....
8B	Watertown: Public Square...	Watertown: Chestnut St....	City	.....	.....	1.00	.....	.....
9	Watertown: Chestnut St....	Watertown: So. Corp. Line...	City	.....	.....	0.85	.....	.....
10	Watertown: So. Corp. Line...	Rice's Road.....	5426	1.81	.....	.....	.....	.....
11	Rice's Road.....	Adams Town Line.....	5119	3.24	.....	.....	.....	.....
12	Watertown Town Line.....	Adams Center.....	425	.....	3.16	.....	.....	.....
13	Adams Center.....	Adams: Prospect St.....	5269	3.53	.....	.....	.....	.....
	Adams: Prospect St.....	Adams: Liberty St.....	5269A	.....	.....	.....	.....	0.16
14	Adams: Liberty St.....	Pierrepont Manor.....	5269	5.70	.....	.....	.....	.....
15	Pierrepont Manor.....	James Corner.....	5269	3.26	.....	.....	.....	.....
	James Corner.....	Mellen Farm.....	5269B	0.51	.....	.....	.....	.....
	Mellen Farm.....	Oswego County Line.....	5269	0.89	.....	.....	.....	.....
				31.91	5.21	3.26	5.03	8.49
	OSWEGO COUNTY							
1, 2	Jefferson County Line.....	Pulaski: No. Corp. Line.....	5275	6.76	.....	.....	.....	.....
3	Pulaski: No. Corp. Line.....	Pulaski: Railroad Crossing...	5275	1.39	.....	.....	.....	.....
4	Pulaski: Railroad Crossing...	Fernwood Crossroad.....	5221	4.69	.....	.....	.....	.....
5	Fernwood Crossroad.....	Union Square.....	5083	2.61	.....	.....	.....	.....
6	Union Square.....	.....	5082	2.91	.....	.....	.....	.....
7	.....	New Haven Town Line.....	5044	3.49	.....	.....	.....	.....
8	Mexico Town Line.....	Scriba Town Line.....	654	.....	5.35	.....	.....	.....
9	New Haven Town Line....	Oswego: E. Corp. Line.....	509	.....	5.40	.....	.....	.....
10	Oswego: E. Corp. Line.....	Oswego: Bridge St.....	5487	1.47	.....	.....	.....	.....
	Oswego: East 9th St.....	Oswego: West 6th St.....	City	.....	.....	0.95	.....	.....
11	Oswego: West 6th St.....	Oswego: W. Corp. L.....	5486	1.13	.....	.....	.....	.....
12	Oswego: W. Corp. Line.....	Fruit Valley.....	280	.....	1.66	.....	.....	.....
13	Fruit Valley.....	Southwest Oswego.....	5171	1.95	.....	.....	.....	.....
14	Southwest Oswego.....	Kinney Corners.....	.....	.....	.....	.....	.....	3.20
15	Kinney Corners.....	Hannibal: No. Corp. Line...	.....	.....	.....	.....	.....	2.60
16	Hannibal: No. Corp. Line...	Hannibal: So. Corp. Line....	.....	.....	.....	.....	.....	1.20
17	Hannibal: So. Corp. Line....	Cayuga County Line.....	.....	.....	.....	.....	.....	1.60
				26.40	12.41	0.95	.....	8.60
	CAYUGA COUNTY							
1	Oswego County Line.....	Martville.....	.....	.....	.....	.....	.....	1.66
2	Martville.....	Furnaceville	.....	.....	.....	.....	.....	3.00
3	Furnaceville.....	Wayne County Line.....	.....	.....	.....	.....	.....	3.30
				.....	.....	.....	.....	7.96
	WAYNE COUNTY							
1, 2	Cayuga County Line.....	Huron Town Line.....	5290	7.01	.....	.....	.....	.....
3, 4	Wolcott Town Line.....	Resort: E. End of Bridge...	.....	.....	.....	.....	.....	5.18
5	Resort: W. End of Bridge...	Alton: Town Line.....	.....	.....	.....	.....	.....	1.89
6	Huron Town Line.....	Wallington: N. Y. C. & H. R. R. R.....	5632	.....	.....	.....	2.64	.....
7	Wallington: N. Y. C. & H. R. R. R.....	Sodus: Newark St.....	5632	.....	.....	.....	3.2	.....
8, 9	Sodus: Newark St.....	Williamson.....	5451	5.94	.....	.....	.....	.....

STATE ROUTE No. 30 — Continued

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		WAYNE COUNTY — Concluded						
10	Williamson	Teats Farm	5449	2.28	.....	.....	.....	.....
11	Teats Farm	Ontario Center	5378	4.53	.....	.....	.....	.....
12	Ontario Center	Monroe County Line	5127	3.47	.....	.....	.....	.....
				23.23	.....	.....	5.85	7.07
		MONROE COUNTY						
1	Wayne County Line	Webster: North St.	101	.....	2.88	.....	.....	.....
2	Webster: North St.	West Webster	100	.....	3.40	.....	.....	.....
3	West Webster	Irondequoit Creek	99	.....	2.96	.....	.....	.....
4	Irondequoit Creek	Rochester: Old E. Corp. Line	93	.....	1.58	.....	.....	.....
5	Rochester: Old E. Corp. Line	Rochester: Main St.	.....	.....	.....	} 5.70	.....	.....
	Rochester: Culver St.	Rochester: State St.	City	.....	.....			
6	Rochester: Main St.	Rochester: W. Corp. Line	.....	.....	.....			
7	Rochester: W. Corp. Line	Barhite's Corner	253	.....	2.12	.....	.....	.....
8	Barhite's Corner	Ogden Town Line	5529	3.35	.....	.....	.....	.....
9	Gates Town Line	Spencerport: Union St.	5529	2.71	.....	.....	.....	.....
9A	Spencerport: Lyell St.	Spencerport: Nichols St.	495	.....	0.29	.....	.....	.....
10	Spencerport: Union St.	Sweden Town Line	5539	.....	.....	.....	3.83	.....
10A	Ogden Town Line	Lake Road	5539	.....	.....	.....	3.48	.....
10B	Fourth Section Road	Brockport: So. Corp. Line	171	.....	0.50	.....	.....	.....
10C	Brockport: So. Corp. Line	Brockport: State St.	Village	.....	.....	0.65	.....	.....
10½	Brockport: Erie St.	Brockport: Barge Canal	5581	0.14	.....	.....	.....	.....
10D	Brockport: Barge Canal	Brockport: Main St.	Village	.....	.....	0.25	.....	.....
11	Brockport: Main St.	Orleans County Line	5425	3.25	.....	.....	.....	.....
				9.45	13.73	6.60	7.31	.....
		ORLEANS COUNTY						
1	Monroe County Line	Holley: W. Corp. Line	5421	2.40	.....	.....	.....	.....
2	Holley: W. Corp. Line	Carpenters Corner	5025	2.46	.....	.....	.....	.....
3	Carpenters Corner	Howard Corners	5118	2.24	.....	.....	.....	.....
4	Howard Corners	Albion: E. Corp. Line	5422	3.43	.....	.....	.....	.....
5	Albion: E. Corp. Line	Albion: W. Corp. Line	5448	1.84	.....	.....	.....	.....
6–8	Albion: W. Corp. Line	Ridgeway Town Line	5469	5.23	.....	.....	.....	.....
9, 10	Albion Town Line	Medina: E. Corp. Line	5469	3.72	.....	.....	.....	.....
11	Medina: E. Corp. Line	Medina: Commercial St.	5315	1.73	.....	.....	.....	.....
	Medina: Commercial St.	Medina: Ryan St.	5315A	.....	.....	.....	.....	0.12
	Medina: Ryan St.	Medina: Cemetery	5315	0.72	.....	.....	.....	.....
12	Medina Cemetery	Ridgeway	5423	2.27	.....	.....	.....	.....
	Ridgeway	Niagara County Line	5423	3.75	.....	.....	.....	.....
				29.79	.....	.....	.....	0.12
		NIAGARA COUNTY						
1, 2	Orleans County Line	Hartland	5431	5.92	.....	.....	.....	.....
3, 4	Hartland	Wright's Corners	5319	6.64	.....	.....	.....	.....
6	Wright's Corners	Warren's Corners	5416	3.97	.....	.....	.....	.....
7	Warren's Corners	Cambria	5416	3.83	.....	.....	.....	.....
8	Cambria	Pekin	5417	5.40	.....	.....	.....	.....
9	Pekin	Sanborn	740	.....	1.98	.....	.....	.....
10	Sanborn	Niagara Falls: E. Corp. Line	5305	7.95	.....	.....	.....	.....
11	Niagara Falls: E. Corp. Line	Niagara Falls: Highland Ave.	City	.....	.....	0.43	.....	.....
12	Niagara Falls: Whirlpool Ave.	Niagara Falls: Portage St.	City	.....	.....	1.60	.....	.....
13	Niagara Falls: Eleventh St.	Niagara Falls: Pine St., Rt. 18	City	.....	.....	0.30	.....	.....
				33.71	1.98	2.33	.....	.....
		Also:						
14	Niagara Falls: E. Corp. Line	LaSalle: ——— St.	.....	.....	.....	.....	.....	} 3.12
15	LaSalle: ——— St.	LaSalle: ——— St.	.....	.....	.....	.....	.....	
16	LaSalle: ——— St.	LaSalle: E. Corp. Line	.....	.....	.....	.....	.....	
17	LaSalle: E. Corp. Line	No. Tonawanda: W. Corp. L.	.....	.....	.....	.....	.....	2.31
18	No. Tonawanda: W. Corp. L.	No. Tonawanda: ——— St.	.....	.....	.....	} 2.74		
19	No. Tonawanda: ——— St.	No. Tonawanda: ——— St.	.....	.....	.....			
20	No. Tonawanda: ——— St.	No. Tonawanda: Island St.	.....	.....	.....			
				33.71	1.98	5.07	.....	5.43
		Route totals	.....	266.75	40.59	16.03	30.54	42.57

Total miles in main line, Route No. 30 ..... 396.53

STATE ROUTE No. 30—Concluded

Spur Number One

Also continuing a spur from the point in Center street in the village of Medina where said route thirty as above described turns toward the north, and from said point in said village of Medina continuing said spur westerly along Center street and the country highway to and through the village of Middleport and thence westerly along the settlement and canal roads to and through Gasport and thence continuing southerly to McNalls Corners and thence continuing westerly along the Lewiston road to the city of Lockport, in Niagara county.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		ORLEANS COUNTY						
1-01	Medina: Prospect St.	Medina: W. Corp. Line	.....	.....	.....	.....	.....	0.70
1-02	Medina: W. Corp. Line	Niagara County Line	.....	.....	.....	.....	.....	3.00
				.....	.....	.....	.....	3.70
		NIAGARA COUNTY						
1-01	Orleans County Line	Middleport: Telegraph Rd.	5560	1.32	.....	.....	.....	.....
1-02	Middleport: Main St	Griswold St	1135	.....	0.70	.....	.....	.....
1-03	Griswold St	Gasport: Main St	5561	4.42	.....	.....	.....	.....
1-04	Gasport: State St	McNalls	5562	2.33	.....	.....	.....	.....
1-05	McNalls	Lockport: E. Corp. Line	5563	.....	.....	.....	5.07	.....
1-06	Lockport: E. Corp. Line	Lockport: ——— St	.....	.....	.....	0.34	.....	.....
				8.07	0.70	0.34	5.07	.....
		Spur totals	.....	8.07	0.70	0.34	5.07	3.70
		Total miles in Spur No. 1, Route No. 30						17.88

Spur Number Two

Also continuing a spur from the point in the Ridge road in the town of Ridgeway where said route thirty as above described turns toward the west, and from said point at said Ridgeway continuing said spur easterly along said Ridge road to the dividing line between Orleans and Monroe counties.

Amended by L. 1914, ch. 276.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		ORLEANS COUNTY						
2-01	Ridgeway: Medina Road	Ridgeway: Lake Road	5556	0.17	.....	.....	.....	.....
2-02	Ridgeway: Lake Road	West Gaines	.....	.....	.....	.....	.....	4.90
2-03	West Gaines	Gaines	.....	.....	.....	.....	.....	4.30
2-04	Gaines	East Gaines	.....	.....	.....	.....	.....	4.20
2-05	East Gaines	Murray	.....	.....	.....	.....	.....	4.80
2-06	Murray	Monroe County Line	.....	.....	.....	.....	.....	2.90
				0.17	.....	.....	.....	21.10
		Spur totals	.....	0.17	.....	.....	.....	21.10
		Total miles in Spur No. 2, Route No. 30						21.27
		Total miles in Route No. 30						435.68

STATE ROUTE No. 30A

Commencing at the point mentioned in the description of route twenty-seven at or near Carthage, on the dividing line between Jefferson and Lewis counties, running thence northerly and northwesterly to Antwerp in Jefferson county, terminating at and intersecting route thirty at or near Antwerp aforesaid.

Added by L. 1910, ch. 650.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	JEFFERSON COUNTY							
1A	Carthage: School St. (Rt. 27)	Carthage: No. Wash. St.	5402					0.28
1	Carthage: No. Wash. St.	Carthage: No. Corp. Line	5344	0.73				
2	Carthage: No. Corp. Line	Fargo	624		3.09			
3, 4	Fargo	North Wilna						4.67
5	North Wilna							3.68
6		Antwerp: So. Corp. Line	5618				3.59	
	Antwerp: So. Corp. Line	Antwerp: Indian River	5618				0.46	
7	Antwerp: Indian River	Antw'p: Mechanic St. (Rt.30)	5548	0.06				
				0.79	3.09		4.05	8.63
		Route totals		0.79	3.09		4.05	8.63
		Total miles in Route No. 30A						16.56

STATE ROUTE No. 31

Commencing at Malone, Franklin county, running thence southerly by the way of a point at or near Duane and Meacham Lake to Saranac Junction.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	FRANKLIN COUNTY							
1, 2	Malone: West Main St.	Lake Titus	5552	8.81				
3	Lake Titus	Duane Town Line						3.32
4	Malone Town Line	Duane Center						4.28
5	Duane Center	Long Pond Inlet	9007			2.60		
6	Long Pond Inlet	Clear Pond	9007			3.91		
7	Clear Pond	Brighton Town Line	9007			3.38		
8	Duane Town Line	Forestmere Lake	9007			3.38		
9	Forestmere Lake	Mountain Pond	9007			2.62		
10	Mountain Pond	Paul Smith's						3.00
11	Paul Smith's	Upper St. Regis						2.60
12	Upper St. Regis	Saranac Junction						4.10
				8.81		15.89		17.30
		Route totals		8.81		15.89		17.30
		Total miles in Route No. 31						42.00

STATE ROUTE No. 32

Commencing at Lawrenceville in Saint Lawrence county, running thence northerly to North Lawrence, running thence westerly to Brasher Falls, running thence southwesterly to Winthrop, running thence northerly to Massena, running thence northerly on the Town Line road between the towns of Massena and Louisville to the Saint Lawrence river road, running thence westerly and southwesterly on the Saint Lawrence river road to the village of Waddington, running thence westerly and southwesterly on the roads known as the Sucker Brook and Van Rensselaer roads to the end of the boulevard at the corporation line of the city of Ogdensburg.

Amended by L. 1911, ch. 179.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ST. LAWRENCE COUNTY							
1	Lawrenceville	North Lawrence	5439	3.63	.....	.....	.....	.....
2	North Lawrence	Winthrop	5509	5.81	.....	.....	.....	.....
3	Winthrop	Munson Creek	.....	.....	.....	.....	.....	1.81
4	Munson Creek	Norfolk Town Line	.....	.....	.....	.....	.....	2.66
5	Stockholm Town Line	Kinier Corners	.....	.....	.....	.....	.....	2.40
6	Kinier Corners	Massena: ————	.....	.....	.....	.....	.....	3.05
7	Massena: ————	Massena: W. Corp. Line	5467	1.84	.....	.....	.....	.....
8	Massena: W. Corp. Line	Louisville Town Line	521	.....	0.60	.....	.....	.....
9	Louisville Road	Richards Landing	5536	2.76	.....	.....	.....	.....
10	Richards Landing	Louisville Landing	5536	2.56	.....	.....	.....	.....
11	Louisville Landing	Wilson Hill	5536	3.03	.....	.....	.....	.....
12	Wilson Hill	Waddington Town Line	5612	.....	.....	.....	4.63	.....
13	Louisville Town Line	Waddington: E. Corp. Line	5612	.....	.....	.....	3.40	.....
14	Waddington: E. Corp. Line	Waddington: DeGross Ave.	5612	.....	.....	.....	1.09	.....
15	Waddington: DeGross Ave.	Waddington: W. Corp. Line	5535	1.00	.....	.....	.....	.....
16	Waddington: W. Corp. Line	Lisbon Town Line	5535	5.65	.....	.....	.....	.....
17	Waddington Town Line	Red Mills Road	5497	6.33	.....	.....	.....	.....
18	Red Mills Road	Tibbitts Creek	5497	3.46	.....	.....	.....	.....
	Tibbitts Creek	Ogdensburg: W. Corp. L.	5288	4.57	.....	.....	.....	.....
				40.64	0.60	.....	9.12	9.92
	Route totals		.....	40.64	0.60	.....	9.12	9.92

Total miles in Route No. 32 ..... 60.28

STATE ROUTE No. 33

Commencing at Syracuse, running thence northerly to a point to be determined by the commission, on the dividing line between Oswego and Onondaga counties, running thence northerly by the way of Central Square to a point at or near Colosse on route number twenty-eight.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	ONONDAGA COUNTY							
1	Syracuse: No. Corp. Line	North Syracuse	5470	4.12	.....	.....	.....	.....
2	North Syracuse	Cicero	5470	2.58	.....	.....	.....	.....
3	Cicero	Brewerton, Oswego Co. Line	5249	4.84	.....	.....	.....	.....
				11.54	.....	.....	.....	.....
	OSWEGO COUNTY							
1	Onondaga County Line	Central Sq.: So. Corp. Line	278	.....	2.41	.....	.....	.....
2	Central Sq.: So. Corp. Line	Hastings	5250	7.00	.....	.....	.....	.....
3	Hastings	Colosse, Rt. 28	5415	3.14	.....	.....	.....	.....
				10.14	2.41	.....	.....	.....
	Route totals		...	21.68	2.41	.....	.....	.....

Total miles in Route No. 33 ..... 24.09

STATE ROUTE No. 34

Commencing at the city of Oswego on the east side of the river, running thence by the way of Fulton through Phoenix to a point to be determined by the commission on the dividing line between Onondaga and Oswego counties, running thence by the way of Liverpool to Syracuse.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		OSWEGO COUNTY						
1	Oswego: Bridge St.	Oswego: So. Corp. Line	5382	2.39				
	Oswego: So. Corp. Line	Bundy Crossing	5382	3.71				
	Bundy Crossing	Fulton: No. Corp. Line	5382	3.79				
	Fulton: No. Corp. Line	Fulton: Oneida St.	5382	0.95				
1A	Fulton: Oneida St.	Fulton: Rochester St.	City			0.18		
2	Fulton: Rochester St.	Fulton: Broadway	5408				0.36	
2A	Fulton: Broadway	Fulton: First St. R. R.	City			0.68		
3	Fulton: First St. R. R.	Fulton: So. Corp. Line	5251	0.77				
	Fulton: So. Corp. Line	Schroeppel Town Line	5251	3.48				
4	Volney Town Line	Phoenix: No. Corp. Line	5276	3.22				
	Phoenix: No. Corp. Line	Phoenix: So. Corp. Line	5276	1.52				
	Phoenix: So. Corp. Line	Oneida River	5276	1.43				
				21.26		0.86	0.36	
		ONONDAGA COUNTY						
1	Oswego County Line	Liverpool: No. Corp. Line	5274	7.48				
2	Liverpool: No. Corp. Line	Syracuse: No. Corp. Line	5274	3.01				
3	Syracuse: No. Corp. Line	Syracuse: Free St.	5477	0.70				
				11.19				
	Route totals			32.45		0.86	0.36	
	Total miles in Route No. 34							33.67

STATE ROUTE No. 35

Commencing at a point to be determined by the commission on the dividing line between Nassau and Queens counties, running thence easterly through the northern portion of Nassau county to a point to be determined by the commission on the dividing line between Suffolk and Nassau counties, running thence easterly by the way of Jericho turnpike to Smithtown branch, Saint James, Port Jefferson and Wading River to Riverhead, running thence southerly to West Hampton, running thence westerly by the way of south country road to Patchogue, Sayville, Islip, Bay Shore and Babylon to Amityville, running thence westerly to a point to be determined by the commission on the dividing line between Nassau and Suffolk counties, running thence westerly through the southern portion of Nassau county to a point to be determined by the commission on the dividing line between Queens and Nassau counties.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		NASSAU COUNTY						
1	N. Y. City: E. Corp. Line	Lakeville	5106	1.17				
1A	Lakeville		Town			0.03		
2		District Road	5280				0.07	
2A	District Road	Hyde Park Ave.	Town			0.51		
2	Hyde Park Ave.	Manhasset Road	5280				1.50	
3	Manhasset Road	Roslyn Ave.	5051	1.96				
4	Roslyn Ave.	Riley Road	5105	1.29				
5	Riley Road	Ellison's Lane	5505	0.51				
6	Ellison's Lane	Morgan Road	547		1.75			
7	Morgan Road	Jericho-Greenvale Road	5505	2.40				

STATE ROUTE No. 35 — Concluded

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	NASSAU COUNTY—Continued							
8	Jericho–Greenvale Road	Brookville	.....	.....	.....	.....	.....	1.00
8A	Brookville	East Norwich	Town	.....	.....	2.56	.....	.....
9	East Norwich	Sandhill Road	898	.....	1.17	.....	.....	.....
10	No. Hempstead Turnpike	Syossett	548	.....	1.84	.....	.....	.....
11	Syossett	Woodbury	.....	.....	.....	.....	.....	1.80
12	Woodbury	Suffolk County Line	436	.....	1.40	.....	.....	.....
	(Continued below)							
	SUFFOLK COUNTY							
1	Nassau County Line	.....	5008	3.55	.....	.....	.....	.....
2	.....	Commack	5111	5.02	.....	.....	.....	.....
3	Commack	Smithtown	5112	4.99	.....	.....	.....	.....
4, 5	Smithtown	Port Jefferson	5232	11.58	.....	.....	.....	.....
5A	Port Jefferson	Echo	912	.....	1.40	.....	.....	.....
6	Echo	Miller Place	.....	.....	.....	.....	.....	3.80
7	Miller Place	Rocky Point	.....	.....	.....	.....	.....	3.40
8	Rocky Point	Wading River	.....	.....	.....	.....	.....	4.10
9	Wading River	Calverton Road	.....	.....	.....	.....	.....	5.10
10	Calverton Road	Centerville	.....	.....	.....	.....	.....	3.30
11	Centerville	Riverhead	.....	.....	.....	.....	.....	4.20
11A	Riverhead	Quogue: Depot Road	694	.....	3.04	.....	.....	.....
12	Old Riverhead Road	West Hampton	.....	.....	.....	.....	.....	4.00
13	West Hampton	Eastport	.....	.....	.....	.....	.....	4.41
14	Eastport	E. Moriches: Grade Crossing	.....	.....	.....	.....	.....	2.33
15	E Moriches: Grade Crossing	Forge River	.....	.....	.....	.....	.....	4.80
16	Forge River	Bellport: E. Corp. Line	5488	7.02	.....	.....	.....	.....
	Bellport: E. Corp. Line	Bellport: W. Corp. Line	5488	1.18	.....	.....	.....	.....
	Bellport: W. Corp. Line	Patchogue: E. Corp. Line	5488	3.16	.....	.....	.....	.....
17	Patchogue: E. Corp. Line	Patchogue: W. Corp. Line	.....	.....	.....	.....	.....	0.78
18	Patchogue: W. Corp. Line	Islip Town Line	5488	1.53	.....	.....	.....	.....
19	Brookhaven Town Line	Connetquot River	5301	6.59	.....	.....	.....	.....
20	Connetquot River	Bayshore: Clinton Ave	5301	6.27	.....	.....	.....	.....
21	Bayshore: Clinton Ave	Babylon: E. Corp. Line	743	.....	4.08	.....	.....	.....
22	Babylon: E. Corp. Line	Babylon: W. Corp. Line	5299	1.32	.....	.....	.....	.....
23	Babylon: W. Corp. Line	Amityville: E. Corp. Line	693	.....	3.82	.....	.....	.....
24	Amityville: E. Corp. Line	Nassau County Line	5300	1.04	.....	.....	.....	.....
				53.25	12.34	.....	.....	40.22
	NASSAU COUNTY—Continued							
13	Suffolk County Line	Seaford	Town	.....	.....	3.20	.....	.....
14	Seaford	Freeport: E. Corp. Line	Town	.....	.....	4.80	.....	.....
15-17	Freeport: E. Corp. Line	Freeport: W. Corp. Line	Village	.....	.....	2.00	.....	.....
18	Freeport: W. Corp. Line	Rockville Center: E. Corp. L.	Town	.....	.....	1.45	.....	.....
19-21	Rockville Center: E. Corp. L.	Rockville Center: W. Corp. L.	Village	.....	.....	1.40	.....	.....
22	Rockville Center: W. Corp. L.	Lynbrook: E. Corp. Line	Town	.....	.....	0.20	.....	.....
23-25	Lynbrook: E. Corp. Line	Lynbrook: W. Corp. Line	Village	.....	.....	1.10	.....	.....
26	Lynbrook: W. Corp. Line	N. Y. City: E. Corp. Line	Town	.....	.....	2.80	.....	.....
				7.33	6.16	20.08	1.57	2.80
		Route totals	.....	60.58	18.50	20.08	1.57	43.02
						Total miles in Route No. 35		143.75

STATE ROUTE No. 36

Commencing at Owego in Tioga county, running thence northerly to a point to be determined by the commission on the dividing line between Tompkins and Tioga counties, running thence northwesterly to the city of Ithaca, running thence northwesterly from the city of Ithaca to Trumansburg, at or near the dividing line between Seneca and Tompkins counties, running thence northwesterly and northerly by the way of Ovid to a point to be determined by the commission on route number six.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
		TIOGA COUNTY						
1	Owego: Park and Main Sts.	Owego: Temple St.	City	.....	.....	0.16	.....	.....
2	Owego: Temple St.	Owego: No. Corp. Line	5420	1.11	.....	.....	.....	.....
3	Owego: No. Corp. Line	Owego Creek	5420	0.52	.....	.....	.....	.....
4	Owego Creek	Catatonk	5471	2.83	.....	.....	.....	.....
5	Catatonk	Candor: So. Corp. Line	5471	4.82	.....	.....	.....	.....
6	Candor: So. Corp. Line	Dry Brook	5471	1.43	.....	.....	.....	.....
7	Dry Brook	Willseyville	.....	.....	.....	.....	.....	4.70
8	Willseyville	Tompkins County Line	.....	.....	.....	.....	.....	2.90
				10.71	.....	0.16	.....	7.60
		TOMPKINS COUNTY						
1, 2	Tioga County Line	Danby	5213	4.34	.....	.....	.....	.....
3	Danby	Ithaca Town Line	5122	3.24	.....	.....	.....	.....
4	Danby Town Line	Ithaca: So. Corp. Line	5043	2.59	.....	.....	.....	.....
5	Ithaca: So. Corp. Line	Ithaca: State St.	City	.....	.....	0.60	.....	.....
6	Ithaca: Aurora St.	Ithaca: Humboldt St.	City	.....	.....	1.00	.....	.....
7	Ithaca: West State St.	Ithaca: No. Corp. Line	5190	1.06	.....	.....	.....	.....
8	Ithaca: No. Corp. Line	Trumansburg: E. Corp. L.	616	.....	8.66	.....	.....	.....
9	Trumansburg: E. Corp. L.	Seneca County Line	5206	1.54	.....	.....	.....	.....
				12.77	8.66	1.60	.....	.....
		SENECA COUNTY						
1	Tompkins County Line	Interlaken: So. Corp. Line	5446	5.80	.....	.....	.....	.....
2	Interlaken: So. Corp. Line	Interlaken: No. Corp. Line	5446	0.70	.....	.....	.....	.....
3	Interlaken: No. Corp. Line	Scott Corners	.....	.....	.....	.....	.....	3.60
4	Scott Corners	Ovid: Main St.	.....	.....	.....	.....	.....	3.40
5	Ovid: So. Corp. Line	Ovid: No. Corp. Line	5282	0.80	.....	.....	.....	.....
6	Ovid: No. Corp. Line	Romulus	5282	6.08	.....	.....	.....	.....
7	Romulus	Fayette	321	.....	4.32	.....	.....	.....
8, 9	Fayette	Seneca Falls: So. Corp. L.	320	.....	5.74	.....	.....	.....
10	Seneca Falls: So. Corp. L.	Seneca Falls: Seneca Canal	5100	0.84	.....	.....	.....	.....
10A	Seneca Falls: Seneca River	Seneca Falls: Fall St.	Village	.....	.....	0.03	.....	.....
10B	Seneca Falls: Ovid St.	Seneca F's: Cayuga St.(Rt. 6)	5100	0.04	.....	.....	.....	.....
				14.26	10.06	0.03	.....	7.00
		Route totals	.....	37.74	18.72	1.79	.....	14.60
			Total miles in Route No. 36					72.85

STATE ROUTE No. 37

Commencing at a point on route twenty-six at Dolgeville, running thence easterly along the old state road by way of Oppenheim, Lasellville, *Garoga and Rockwood to the city of Johnstown, in Fulton county, running thence easterly by way of West Perth to Perth Center, thence in a northerly direction to Broadalbin by way of Vail Mills, thence easterly through Mills Corners to a point to be determined by the commission on the dividing line between Saratoga and Fulton counties, thence easterly through Whiteside Corners, Greens Corners, Mosherville, East Galway, Rock City Falls, and North Milton to Saratoga Springs, connecting there with route number twenty-five.

Amended by L. 1912, ch. 475.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate miles to be built
				State	County	Town or corporation		
	FULTON COUNTY							
1	Dolgeville (Rt. 26)	Oppenheim	5626	.....	.....	.....	.....	4.90
2	Oppenheim	Lasellville	.....	.....	.....	.....	.....	5.18
3	Lasellville	Christmans	.....	.....	.....	.....	.....	2.78
4, 5	Christmans	Red School House	5554	4.58	.....	.....	.....	.....
6	Red School House	Warren Creek	247	.....	3.18	.....	.....	.....
7	Warren Creek	Johnstown: W. Corp. L.	109	.....	2.30	.....	.....	.....
8	Johnstown: W. Corp. Line	Johnstown: Main St.	City	.....	.....	0.87	.....	.....
9	Johnstown: William St.	Johnstown: Fon Clair St.	City	.....	.....	0.44	.....	.....
10	Johnstown: Fon Clair St.	Johnstown: E. Corp. Line	City	.....	.....	0.52	.....	.....
11	Johnstown: E. Corp. Line	West Perth	.....	.....	.....	.....	.....	4.50
12	West Perth	Perth	.....	.....	.....	.....	.....	4.20
13	Perth	Mayfield Town Line	249	.....	0.75	.....	.....	.....
14	Perth Town Line	Broadalbin: Bridge St.	543	.....	3.07	.....	.....	.....
15	Broadalbin: Main St.	Saratoga County Line	.....	.....	.....	.....	.....	4.90
				4.58	9.30	1.83	.....	26.46
	SARATOGA COUNTY							
1	Fulton County Line	Carpentier Corners	.....	.....	.....	.....	.....	3.30
2	Carpentier Corners	East Galway	.....	.....	.....	.....	.....	3.80
3	East Galway	Rock City Falls	.....	.....	.....	.....	.....	3.80
4	Rock City Falls	North Milton	.....	.....	.....	.....	.....	2.70
5	North Milton	Saratoga Spgs.: W. Corp. L.	.....	.....	.....	.....	.....	4.20
6	Saratoga Spgs.: W. Corp. L.	Saratoga Spgs.: ——— St.	City	.....	.....	0.70	.....	.....
7	Saratoga Spgs.: ——— St.	Saratoga Spgs.: Route No. 25.	City	.....	.....	0.30	.....	.....
				.....	.....	1.00	.....	17.80
		Route totals	.....	4.58	9.30	2.83	.....	44.26
		Total miles in Route No. 37						60.97

*So in original.

STATE ROUTE No. 37A

Beginning at the village of Ballston Spa, on route twenty-five, running thence westerly along the town line road between the towns of Ballston and Milton, through Tibbetts Corners, Harmony Corners and Pettits Corners to Scotch church, and thence northerly through Galway village, connecting with route thirty-seven at General Carpentier mansion.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SARATOGA COUNTY							
1	Ballston Spa: Low St. (Rt.25)	Ballston Spa: Ballston Ave..	5592	.....	.....	.....	.....	0.24
2	Ballston Spa: Ballston Ave..	Tibbetts Corners.....	5534	4.98	.....	.....	.....	.....
3	Tibbetts Corners.....	Scotch Church.....	5542	4.51	.....	.....	.....	.....
4	Scotch Church.....	Galway.....	.....	.....	.....	.....	.....	3.20
	Galway.....	Carpentier Corners (Rt. 37).	.....	.....	.....	.....	.....	3.45
		Route totals.....	.....	9.49	.....	.....	.....	6.89
				Total miles in Route No. 37A.....				16.38

STATE ROUTE No. 37B

Beginning at the hamlet of Malta, in the town of Malta, Saratoga county, and running thence westerly to East Line; thence northwesterly to Corps Corners; thence northerly through V Corners to the village of Ballston Spa.

Amended by L. 1912, ch. 542.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SARATOGA COUNTY							
1, 2	Malta.....	State Route No. 25.....	5519	3.73	.....	.....	.....	.....
				Total miles in Route No. 37B.....				3.73

STATE ROUTE No. 38

Commencing at such point in or near the village of Schoharie, in the county of Schoharie, in the line of route number seven as the commission may determine; running thence southerly through the towns of Schoharie, Middleburg, Fulton, Blenheim, Gilboa and Conesville to, and intersecting route number five, at a point to be determined by the commission.

Added by L. 1909, ch. 504.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	SCHOHARIE COUNTY							
1	Vrooman (Rt. 7)	Schoharie: Railroad Ave.	5444	1.00	.....	.....	.....	.....
2	Schoharie: Railroad Ave.	Schoharie: Bridge St.	5491	0.70	.....	.....	.....	.....
3	Schoharie: Bridge St.	Middleburg: Schoharie Creek.	5444	4.59	.....	.....	.....	.....
4	Middleburg: Schoharie Creek.	Fulton Town Line	5577	.....	.....	.....	0.76	.....
5	Middleburg: Town Line	Fultonham	5577	.....	.....	.....	4.00	.....
	Fultonham	Breakabeen	5577	.....	.....	.....	3.19	.....
7	Breakabeen	North Blenheim	.....	.....	.....	.....	.....	3.90
8	North Blenheim	Gilboa Town Line	.....	.....	.....	.....	.....	4.40
9	Blenheim Town Line	Gilboa	.....	.....	.....	.....	.....	3.50
10	Gilboa	Greene County Line	.....	.....	.....	.....	.....	3.10
				6.29	.....	.....	7.95	14.90
	GREENE COUNTY							
1	Schoharie County Line (Continued below)	Delaware County Line	.....	.....	.....	.....	.....	0.50
	DELAWARE COUNTY							
1	Greene County Line (Continued below)	Greene County Line	.....	.....	.....	.....	.....	1.20
	GREENE COUNTY — Continued							
2	Delaware County Line	Prattsville (Rt. 5A)	.....	.....	.....	.....	.....	1.50
	Prattsville	Delaware County Line	Rt. 5A	.....	*0.80	.....	.....	.....
				.....	.....	.....	.....	2.00
	DELAWARE COUNTY — Continued							
	Greene County Line	Grand Gorge (Rt. 5)	5527	3.99	.....	.....	.....	.....
				3.99	.....	.....	.....	1.20
		Route totals	.....	10.19	.....	.....	7.95	18.10
				Total miles in Route No. 38				36.24

* Not included in total.

STATE ROUTE No. 38A

Commencing at the village of Cobleskill, Schoharie county, upon State Route 7, and running thence northwesterly, or westerly and northerly, along a course to be determined by the Commission to Sharon Springs, connecting thereat with an improved stone road leading northerly from Sharon Springs.

Added by L. 1912, ch. 179.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SCHOHARIE COUNTY							
1	Cobleskill: Main St. (Rt.7)	Cobleskill: No. Corp. Line	.....	.....	.....	.....	.....	1.00
2	Cobleskill: No. Corp. Line	Carlisle Town Line	.....	.....	.....	.....	.....	2.20
3	Cobleskill Town Line	Sharon	.....	.....	.....	.....	.....	3.80
4	Sharon	Sharon Springs	5569	4.79	.....	.....	.....	.....
		Route totals	.....	4.79	.....	.....	.....	7.00
		Total miles in Route No. 38A						11.79

STATE ROUTE No. 39

Commencing at a point on route twenty-five in the county of Saratoga at or near Ballston lake; thence southwesterly to a point to be determined by the commission on the dividing line between the counties of Saratoga and Schenectady; thence southwesterly to a point at or near the city of Schenectady connecting with route six.

Added by L. 1910, ch. 649.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SARATOGA COUNTY							
1	Ballston Lake Hamlet (Rt.25)	Schenectady County Line	5231	1.77	.....	.....	.....	.....
	SCHENECTADY COUNTY							
1	Saratoga County Line	Scotia: No. Corp. Line	5314	5.45	.....	.....	.....	.....
2	Scotia: No. Corp. Line	Scotia: Mohawk Ave. (Rt. 6)	5496	0.90	.....	.....	.....	.....
				6.35	.....	.....	.....	.....
		Route totals	.....	8.12	.....	.....	.....	.....
		Total miles in Route No. 39						8.12

STATE ROUTE No. 39A

Commencing at a point to be determined by the commission on route nine, running thence northerly through the hamlet of Sullivanville, running thence through Bacon Hollow to a point to be determined by the commission on the dividing line between Chemung and Schuyler counties, running thence in a general easterly direction to a point to be determined by the commission on the dividing line between Schuyler and Tompkins counties, running thence northeasterly through Pony Hollow and the village of Newfield to connect with route thirty-six.

Amended by L. 1911, ch. 531.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	CHEMUNG COUNTY							
1	Stermer's Corners, Route 9..	Newtown Creek.....	5432	.....	.....	.....	4.34	.....
2	Newtown Creek.....	Schuyler County Line.....	5432	.....	.....	.....	3.52	.....
				.....	.....	.....	7.86	.....
	SCHUYLER COUNTY							
1	Chemung County Line.....	Decker's Corners.....	5432	.....	.....	.....	1.12	.....
2	Decker's Corners.....	Tompkins County Line.....	5474	1.31	.....	.....	.....	.....
				1.31	.....	.....	1.12	.....
	TOMPKINS COUNTY							
1, 2	Schuyler County Line.....	Newfield: W. Corp. Line.....	5474	6.29	.....	.....	.....	.....
3	Newfield: W. Corp. Line.....	W. Danby Road, Rt. 9.....	5214	4.52	.....	.....	.....	.....
	Newfield Road.....	Ithaca: State St., Rt. 36.....	Rt. 9	*0.57	*3.06	*0.60	.....	.....
				10.81	.....	.....	.....	.....
		Route totals.....	.....	12.12	.....	.....	8.98	.....
			Total miles in Route No. 39A.....					21 10

*Not included in total.

STATE ROUTE No. 39B

Commencing at a point on route number three at or near the village of Nyack, in Rockland county, running thence westerly and northerly through Rockland county, by way of Suffern, to a point to be determined by the commission on the dividing line between Rockland and Orange counties; thence through Orange county to a point to be determined by the commission on route number four.

Amended by L. 1911, ch. 662.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	ROCKLAND COUNTY							
1	Nyack: Midland Ave. (Rt. 3)	Nyack: W. Corp. Line	Village	.....	.....	0.23	.....	.....
2	Nyack: W. Corp. Line	Knapps Corners	5178	2.20	.....	.....	.....	.....
2A	Knapps Corners	Nanuet Road	689	.....	2.27	.....	.....	.....
3	Nanuet Road	Dyke's Crossing	5504	0.39	.....	.....	.....	.....
3A	Dyke's Crossing	Spring Valley: E. Corp. Line	689	.....	1.26	.....	.....	.....
4	Spring Valley: E. Corp. L.	Spring Valley: W. Corp. L.	5428	1.00	.....	.....	.....	.....
4A	Spring Valley: W. Corp. L.	Tallman	9000	.....	.....	2.30	.....	.....
4B	Tallman	Suffern: E. Corp. Line	9000	.....	.....	1.80	.....	.....
5	Suffern: E. Corp. Line	Suffern: ———— St.	Village	.....	.....	0.50	.....	.....
	Suffern: —→———— St.	Suffern: Orange Ave.	.....	.....	.....	.....	.....	0.59
6	Suffern: Spring Valley Road	Suffern: No. Corp. Line	5388	0.36	.....	.....	.....	.....
6A	Hillburn: So. Corp. Line	Hillburn: No. Corp. Line	5388	1.14	.....	.....	.....	.....
7	Hillburn: No. Corp. Line	Orange County Line	91	.....	3.90	.....	.....	.....
				5.09	7.43	4.83	.....	0.59
	Also:							
6	Suffern: Spring Valley Rd.	New Jersey State Line	5388	0.66	.....	.....	.....	.....
				5.75	7.43	4.83	.....	0.59
	ORANGE COUNTY							
1	Rockland County Line	Indian Kill Brook	.....	.....	.....	.....	.....	3.30
2	Indian Kill Brook	.....	416	.....	0.63	.....	.....	.....
3	.....	Arden	.....	.....	.....	.....	.....	3.30
4	Arden	Newburg Junction	.....	.....	.....	.....	.....	1.70
5	Newburg Junction	Harriman	115	.....	0.70	.....	.....	.....
6	Harriman	Harriman, Route No. 4	.....	.....	.....	.....	.....	0.50
				.....	1.33	.....	.....	8.80
		Route totals	.....	5.75	8.76	4.83	.....	9.39
				Total miles in Route No. 39B				28.73

STATE ROUTE No. 41

Beginning on the dividing line between the city and county of New York and the town of Pelham in the county of Westchester, running thence northeasterly along the Shore road in the town of Pelham to the city of New Rochelle, and from the city of New Rochelle along the Boston post road through the towns of Mamaroneck and Rye to the Connecticut boundary line; and also beginning on the said dividing line between the city of New York and the town of Pelham and running thence northerly along the Boston post road through the town of Pelham to the city of New Rochelle.

Amended by L. 1911, ch. 395.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	WESTCHESTER COUNTY							
1A	N. Y. City Line	Pelham Manor: W. Corp. L.	5374	0.18	.....	.....	.....	.....
1A	Pelham Manor: W. Corp. L.	Pelham Manor: E. Corp. L.	5375	1.02	.....	.....	.....	.....
1A	Pelham Manor: E. Corp. L.	New Rochelle: W. Corp. L.	5374	0.02	.....	.....	.....	.....
1A	New Rochelle: W. Corp. L.	New Rochelle: Franklin Ave.	City	.....	.....	1.50	.....	.....
1	New Rochelle: Franklin Ave.	New Rochelle: E. Corp. Line.	City	.....	.....	0.90	.....	.....
2	New Rochelle: E. Corp. Line.	Larchmont: W. Corp. Line.	5372	0.22	.....	.....	.....	.....
3	Larchmont: W. Corp. Line.	Larchmont: E. Corp. Line.	5371	0.95	.....	.....	.....	.....
2A	Larchmont: E. Corp. Line.	Mamaroneck: W. Corp. Line.	5372	0.51	.....	.....	.....	.....
4A	Mamaroneck: W. Corp. Line.	Mamaroneck: Fennimore Rd.	5376	0.65	.....	.....	.....	.....
4B	Mamaroneck: Fennimore Rd.	Mamaroneck: Barry Ave.	Village	.....	.....	0.73	.....	.....
4C	Mamaroneck: Barry Ave.	Mamaroneck: No. Corp. L.	5376	0.64	.....	.....	.....	.....
5A	Rye: So. Corp. Line.	Rye: Blind Creek Bridge.	5373	2.08	.....	.....	.....	.....
5B	Rye: Blind Creek Bridge.	Rye: Milton Plains Road.	.....	.....	.....	.....	.....	0.51
5C	Rye: Milton Plains Road.	Rye: No. Corp. Line.	5373	0.77	.....	.....	.....	.....
6	Rye: No. Corp. Line.	Connecticut State Line.	Village	.....	.....	2.00	.....	.....
				7.04	.....	5.13	.....	0.51
	Also:							
1B	N. Y. City Line	New Rochelle: W. Corp. L.	5375	0.32	.....	.....	.....	.....
1B	New Rochelle: W. Corp. L.	Sec. No. 1A, at Main St.	City	.....	.....	2.10	.....	.....
				0.32	.....	2.10	.....	.....
		Route totals	.....	7.36	.....	7.23	.....	0.51
			Total miles in Route No. 41					15.10

STATE ROUTE No. 42

Division No. 2

Beginning at the city of Schenectady at trunk line six and extending thence southeasterly along the following highways: Troy-Schenectady, section number one; Troy-Schenectady, section number two; Troy-Schenectady, section number three; Troy-Schenectady, section number four; Watervliet-Nineteenth street; thence along Nineteenth street to and across the bridge at the Troy and West Troy Bridge Company to Congress street in the city of Troy; thence easterly along Congress street to Pawling avenue; thence along Pawling avenue to Pinewoods avenue; thence along Pinewoods avenue to Eagle Mills connecting with Brunswick-Turnpike number two hundred and twenty-seven; thence to Quackenkill, Grafton and Petersburg, to a point on the state line of Massachusetts, to be determined by the commission.

Amended by L. 1914, ch. 376.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SCHENECTADY COUNTY							
1	Schenect'y: Wash'n St.(Rt.6)	Schenectady: E. Corp. Line	City	.....	.....	2.30	.....	.....
2	Schenectady: E. City Line	.....	1	.....	2.00	.....	.....	.....
3	.....	Albany County Line	407	.....	3.03	.....	.....	.....
				.....	5.03	2.30	.....	.....
	ALBANY COUNTY							
1	Schenectady County Line	Latham's Corners	604	.....	3.88	.....	.....	.....
2	Latham's Corners	Watervliet: W. City Line	630	.....	2.24	.....	.....	.....
3	Watervliet: W. City Line	D. & H. R. R. Crossing	956	.....	0.46	.....	.....	.....
4	D. & H. R. R. Crossing	Congress St. Bridge	City	.....	.....	0.60	.....	.....
				.....	6.58	0.60	.....	.....
	RENSSELAER COUNTY							
1	Congress St. Bridge	Troy: Pawling Ave	City	.....	.....	1.20	.....	.....
	Troy: Congress St	Troy: Pinewoods Ave	City	.....	.....	0.40	.....	.....
	Troy: Pawling Ave	Troy: Old E. City Line	City	.....	.....	0.60	.....	.....
2	Troy: Old E. City Line	Troy: New E. City Line	City	.....	.....	0.30	.....	.....
	Troy: New E. City Line	Eagle Mills: Poestenkill Cr.	.....	.....	.....	.....	.....	3.00
3	Eagle Mills: Poestenkill Cr.	Eagle Mills Road	227	.....	0.19	.....	.....	.....
	Eagle Mills Road	Clums Corners	631	.....	2.25	.....	.....	.....
4	Clums Corners	Quackenkill Bridge	197	.....	1.73	.....	.....	.....
5	Quackenkill Bridge	Grafton	5222	5.93	.....	.....	.....	.....
6	Grafton	Petersburg	5478	6.34	.....	.....	.....	.....
7	Petersburg	Massachusetts State Line	.....	.....	.....	.....	.....	5.01
				12.27	4.17	2.50	.....	8.01
	Also:							
1	Troy: Old City Line	Troy: New City Line	5310	0.95	.....	.....	.....	.....
				13.22	4.17	2.50	.....	8.01
		Route totals	.....	13.22	15.78	5.40	.....	8.01
				Total miles in Route No. 42				42 41

STATE ROUTE No. 43

Beginning at Main street in the village of Mount Morris, running thence southwesterly along what is known as the state road to the village of Nunda, in Livingston county, thence along what is known as the Oakland-Portage road to Portage bridge and Letchworth park.

Amended by L. 1911, ch. 166.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	LIVINGSTON COUNTY							
1	Mt. Morris: Main St.	Mt. Morris: W. Corp. Line	5270	0.77	.....	.....	.....	.....
	Mt. Morris: W. Corp. Line	Ridge	5270	3.39	.....	.....	.....	.....
	Ridge	Guyles Corners	5270	2.76	.....	.....	.....	.....
2	Guyles Corners	Nunda: No. Corp. Line	5271	3.60	.....	.....	.....	.....
	Nunda: No. Corp. Line	Nunda: W. Corp. Line	5271	0.77	.....	.....	.....	.....
	Nunda: W. Corp. Line	Oakland	5271	1.13	.....	.....	.....	.....
3	Oakland	Portage	5272	4.26	.....	.....	.....	.....
				16.68	.....	.....	.....	.....
		Route totals	.....	16.68	.....	.....	.....	.....

Total miles in Route No. 43 ..... 16.68

STATE ROUTE No. 43*

Commencing at a point at or near the village of Stillwater in Saratoga county, running thence northerly and northwesterly through Bemis Heights and the Saratoga battlefield to Quaker Springs, running thence northerly and northeasterly through Victory Mills, thence to Schuylerville by way of Creamery Hill to Broad street; thence northerly to Spring street; and thence westerly until it connects with county highway number two hundred and forty-four.

Amended by L. 1911, ch. 259.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
	SARATOGA COUNTY							
1	Stillwater: So. Corp. Line	Stillwater: No. Corp. Line	5313	1.30	.....	.....	.....	.....
2	Stillwater: No. Corp. Line	Saratoga Town Line	5205	5.38	.....	.....	.....	.....
3	Stillwater Town Line	Quaker Springs	5230	1.90	.....	.....	.....	.....
	Quaker Springs	Victory Mills: So. Corp. L.	5230	4.51	.....	.....	.....	.....
	Victory Mills: So. Corp. L.	Schuylerville: So. Corp. L.	5230	1.11	.....	.....	.....	.....
4	Victory Mills: No. Corp. L.	Schuylerville: W. Corp. L.	5277	1.03	.....	.....	.....	.....
				15.23	.....	.....	.....	.....
		Route totals	.....	15.23	.....	.....	.....	.....

Total miles in Route No. 43* 15.23

*So in original.

STATE ROUTE No. 45

Commencing at a point on route twelve in the village of Watkins and running thence easterly and thence northerly on the east shore of Seneca lake through the hamlets of Hector and North Hector to a point on the dividing line of Schuyler and Seneca counties, thence northeasterly through the hamlet of Caywood to the village of Lodi and thence easterly to the village of Interlaken, connecting with route thirty-six.

Amended by L. 1912, ch. 57.

Section number	FROM	TO	Highway number	Miles Completed			Miles under contract	Approximate mileage to be built
				State	County	Town or corporation		
	SCHUYLER COUNTY							
1	Watkins: Franklin St. (Rt.12)	Cliff Corners	5295	1.60	.....	.....	.....	.....
2	Cliff Corners	Howell's Corners	.....	.....	.....	.....	.....	4.00
3	Howell's Corners	Hector	.....	.....	.....	.....	.....	3.60
4	Hector	Seneca County Line	.....	.....	.....	.....	.....	3.00
				1.60	.....	.....	.....	10.60
	SENECA COUNTY							
1	Schuyler County Line	Caywood	.....	.....	.....	.....	.....	1.80
2	Caywood	Lodi	.....	.....	.....	.....	.....	4.20
3	Lodi	Interlaken: W. Corp. Line	5589	4.61	.....	.....	.....	.....
4	Interlaken: W. Corp. Line	Interlaken: Main St. (Rt. 36)	5589	0.40	.....	.....	.....	.....
				5.01	.....	.....	.....	6.00
		Route totals	.....	6.61	.....	.....	.....	16.60
				Total miles in Route No. 45				23.21

STATE ROUTE No. 46

Commencing at a point on route number fourteen at or near Coopers Plains in Steuben county and running thence northerly to a point on the dividing line of Steuben and Schuyler counties; thence northeasterly through the village of Monterey and easterly by the valley road through the hamlet of Townsend; thence northeasterly following Old Forks picnic ground road to the village of Watkins, connecting with route number twelve; thence southerly on route twelve to its intersection with route number forty-five; thence along said route forty-five to a point about one and one-half miles from the village of Burdett; thence northeasterly to the village of Burdett; thence easterly and northeasterly through Bennettsburg to Reynoldsville; thence southeasterly to Mecklenburg; thence northeasterly to Perry City; thence to a point on the dividing line between Schuyler and Tompkins counties; thence northeasterly to the village of Trumansburg, connecting with route number thirty-six.

Amended by L. 1911, ch. 320.

Section number	FROM	TO	Highway number	Miles Completed: State	Miles Completed: County	Miles Completed: Town or corporation	Miles under contract	Approximate mileage to be built
		STEUBEN COUNTY						
1	Cooper's Plains (Rt. 14)	East Campbell	.....	.....	....	.....	.....	3 13
2	East Campbell	Schuyler County Line	.....	.....	....	.....	.....	3 83
				.....	....	.....	.....	6.96
		SCHUYLER COUNTY						
1	Steuben County Line	Monterey	.....	.....	....	.....	.....	3.70
2	Monterey	Townsend: Dix Town Line	.....	.....	....	.....	.....	6.40
3	Townsend: Orange Town L.	Watkins: So. Corp. Line	5557	.....	....	.....	5.61	.....
4	Watkins: So. Corp. Line	Watkins: Franklin St.(Rt.12)	5557	.....	....	.....	0.42	.....
	Watkins: Corning St	Cliff Corners	Rt. 12 / Rt. 45	*1.96	....	.....	.....	.....
5	Cliff Corners (Rt. 45)	Bennettsburg	5295	2.78	....	.....	0.77	.....
5A	Bennettsburg	Reynoldsville	.....	.....	....	.....	.....	4.40
6	Reynoldsville	Mecklenburg	.....	.....	....	.....	.....	4 20
7	Mecklenburg	Perry City	.....	.....	....	.....	.....	3.30
8	Perry City	Tompkins County Line	5575	.....	....	.....	0.80	.....
				2.78	....	.....	7.60	22.00
		TOMPKINS COUNTY						
1	Schuyler County Line	Trumansb'g: Main St.(Rt.36)	5575	.....	....	.....	3 32	.....
				.....	....	.....	3.32	.....
		Route totals	.....	2.78	....	.....	10.92	28.96
				Total miles in Route No. 46				42 06

* Not included in total.

APPENDIX D

TABLE

ARRANGED BY YEAR OF CONTRACT

SHOWING ALL

STATE AND COUNTY HIGHWAYS

UNDER CONTRACT DURING 1917

[543]

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CONTRACTS ACCEPTED DURING 1917

Highway No.	Div. No.	County	Total mileage	Type mileages: W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous: Type	Miles
CONTRACTS OF 1911									
925	9	Erie	5.40	5.40					
			5.40	5.40					
CONTRACTS OF 1912									
976[1]	7	Wyoming							
1045[2]	9	Niagara							
5234[1]	5	Sullivan							
5258[1]	9	Chautauqua							
5328[1]	1	Orange							
CONTRACTS OF 1914									
731R[3]	9	Cattaraugus				1.47	4.96	St. Blk	0.15
1066	9	Erie	6.58						
1157	4	Oneida	13.73	13.73					
1214	9	Erie	5.90				5.90		
5179A	2	Essex	6.77		6.77				
5217A	9	Chautauqua	6.82				6.82		
5232A	1	Suffolk	11.59		11.59				
5263A	9	Chautauqua	5.51	0.13			5.38		
5383A	5	Delaware	7.21		7.21				
5464	1	Westchester	4.74		4.74				
5469	7	Orleans	8.91				8.91		
5516	6	Onondaga	8.73		8.73				
5519[2]	2	Saratoga							
			86.49	13.86	39.04	1.47	31.97		0.15
CONTRACTS OF 1915									
448*	1	Orange	3.64		3.64				
580	7	Orleans	2.87		2.12			St. Blk	0.75
581	7	Orleans	7.46	7.46					
619*	4	Fulton	2.12	2.12					
799*	9	Niagara	4.21				4.21		
831	4	Herkimer	5.63	5.63					
976[2]	7	Wyoming							
1074	6	Onondaga	1.91			0.58	1.33		
1076	8	Tioga	4.29	4.29					
1079	8	Tioga	4.07	4.07					
1110	4	Madison	3.05	3.05					
1159*	4	Oneida	7.76	7.76					
1221	1	Putnam	2.55		2.55				
1223	2	Washington	5.96	5.96					
1229	2	Albany	2.80	2.80					
1240	5	Broome	0.91			0.91			
1248	7	Livingston	3.96	3.96					
1253	3	Jefferson	6.05		6.05				
1259	8	Allegany	4.00		4.00				

[1] See 1915 contracts. [2] See 1916 contracts. [3] 1.23 miles of brick pavement.

* Under 20-day notice of acceptance.

CONTRACTS ACCEPTED DURING 1917 — *Continued*

Highway No.	Div. No.	County	Total mileage	Type mileages: W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous: Type	Miscellaneous: Miles
		CONTRACTS OF 1915 — *Concluded*							
1260	8	Allegany	8.64	.....	7.67	0.97	.....	.....	.....
1261	3	St. Lawrence	5.66	.....	5.14	0.52	.....	.....	.....
1264	3	St. Lawrence	9.09	.....	9.09	.....	.....	.....	.....
1271*	5	Delaware	11.40	.....	11.40	.....	.....	.....	.....
1275	9	Cattaraugus	3.95	1.05	.....	0.21	2.69	.....	.....
1291	1	Suffolk	3.25	0.57	.....	.....	2.68	.....	.....
1295	1	Rockland	2.95	.....	2.95	.....	.....	.....	.....
1297	9	Chautauqua	3.55	.....	.....	2.73	0.82	.....	.....
1298	9	Chautauqua	0.93	.....	.....	0.93	.....	.....	.....
1304	9	Erie	1.17	.....	.....	1.17	.....	.....	.....
1305	9	Cattaraugus	5.38	.....	.....	.....	5.38	.....	.....
1310	8	Chemung	4.02	4.02	.....	.....	.....	.....	.....
1314	1	Dutchess	5.37	5.37	.....	.....	.....	.....	.....
1323	1	Westchester	4.62	.....	4.62	.....	.....	.....	.....
1324	1	Westchester	3.02	.....	3.02	.....	.....	.....	.....
1325	1	Westchester	2.81	.....	2 81	.....	.....	.....	.....
1330	8	Schuyler	2.48	2.48	.....	.....	.....	.....	.....
1335	9	Erie	4.50	4.27	.....	0.23	.....	.....	.....
5234[1]	5	Sullivan	.....	.....	.....	.....	.....	.....	.....
5258A	9	Chautauqua	5.35	.....	.....	0.60	4.75	.....	.....
5328B	1	Orange	6.27	6.27	.....	.....	.....	.....	.....
5532	8	Allegany and Steuben	5.25	.....	4.88	0.37	.....	.....	.....
5541	2	Essex	5.98	5.98	.....	.....	.....	.....	.....
5551	2	Schenectady	3.34	3.34	.....	.....	.....	.....	.....
5558	4	Oneida	4.69	4.69	.....	.....	.....	.....	.....
5565	5	Chenango	7.78	.....	7.78	.....	.....	.....	.....
5570	1	Ulster	2.97	2.97	.....	.....	.....	.....	.....
5584	4	Herkimer	4.21	4.21	.....	.....	.....	.....	.....
5589	6	Seneca	5.01	4.61	0.40	.....	.....	.....	.....
5595	6	Cortland	3.75	2.83	0.91	0.01	.....	.....	.....
			210.63	99.76	79.03	9.23	21.86	.....	0.75
		CONTRACTS OF 1916							
325	6	Seneca	2.95	.....	2.95	.....	.....	.....	.....
573A	7	Monroe	0.11	0.11	.....	.....	.....	.....	.....
686A	6	Cayuga	0.12	.....	0.12	.....	.....	.....	.....
976	7	Wyoming	1.66	.....	.....	.....	1.66	.....	.....
1045	9	Niagara	5.13	.....	5.13	.....	.....	.....	.....
1101	8	Steuben	5.21	5.21	.....	.....	.....	.....	.....
1156	5	Chenango	0.82	.....	0.82	.....	.....	.....	.....
1233	8	Schuyler	0.99	0.99	.....	.....	.....	.....	.....
1347	5	Schoharie	4.43	.....	4.43	.....	.....	.....	.....
1350	7	Livingston	3.42	3.42	.....	.....	.....	.....	.....
1353	6	Onondaga	2.40	.....	.....	.....	2.40	.....	.....
1365	1	Greene	2.39	0.37	2.02	.....	.....	.....	.....
1366*	8	Allegany	6.88	5.18	1.70	.....	.....	.....	.....
1368*	6	Cortland	2.08	2.08	.....	.....	.....	.....	.....
1371	2	Albany	0.88	.....	.....	0.88	.....	.....	.....
1372	2	Albany	3.23	3.23	.....	.....	.....	.....	.....

[1] See 1916 contracts.

* Under 20-day notice of acceptance.

CONTRACTS ACCEPTED DURING 1917 — *Concluded*

Highway No.	Div. No.	County	Total mileage	Type mileages					
				W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles
CONTRACTS OF 1916 — *Concluded*									
1374	4	Madison	0.91	0.91	.....	.....	.....	.....	.....
1387	3	St. Lawrence	0.44	.....	0.44	.....	.....	.....	.....
1395	5	Chenango	2.91	2.91	.....	.....	.....	.....	.....
1404*	2	Albany	5.62	5.62	.....	.....	.....	.....	.....
1406	6	Wayne	3.67	.....	3.67	.....	.....	.....	.....
1410	2	Essex	1.76	.....	1.76	.....	.....	.....	.....
1412	1	Dutchess	0.56	.....	.....	.....	0.56	.....	.....
1413	6	Oswego	2.04	.....	2.04	.....	.....	.....	.....
1416	6	Seneca	2.63	2.63	.....	.....	.....	.....	.....
1418*	1	Ulster	0.55	.....	.....	.....	0.34	St. Blk.	0.21
1427	6	Oswego	0.57	0.57	.....	.....	.....	.....	.....
1432*	8	Tompkins	0.43	0.43	.....	.....	.....	.....	.....
1434	8	Tompkins	0.61	.....	0.49	0.12	.....	.....	.....
1448*	1	Rockland	8.62	8.62	.....	.....	.....	.....	.....
1453	2	Schenectady	1.95	1.95	.....	.....	.....	.....	.....
1455*	1	Putnam	3.42	.....	3.42	.....	.....	.....	.....
1459	7	Livingston	1.47	1.47	.....	.....	.....	.....	.....
1465*	1	Ulster	2.79	.....	2.79	.....	.....	.....	.....
1477	8	Steuben	2.83	.....	2.51	0.32	.....	.....	.....
5234A	5	Sullivan	8.44	.....	8.44	.....	.....	.....	.....
5408	6	Oswego	0.36	.....	.....	0.36	.....	.....	.....
5434A*	9	Chautauqua	0.06	.....	.....	0.06	.....	.....	.....
5519	2	Saratoga	3.73	3.73	.....	.....	.....	.....	.....
5549	1	Dutchess	0.88	.....	.....	0.25	0.63	.....	.....
5616	7	Ontario	2.26	2.26	.....	.....	.....	.....	.....
5619	5	Schoharie	2.73	.....	2.73	.....	.....	.....	.....
			104.94	51.69	45.46	1.99	5.59	.....	0.21
CONTRACTS OF 1917									
976A*	7	Wyoming	1.86	.....	.....	.....	1.86	.....	.....
1211A	6	Seneca	0.05	.....	.....	0.05	.....	.....	.....
1372A*	2	Albany	0.12	0.12	.....	.....	.....	.....	.....
5605	4	Oneida	0.53	.....	.....	.....	.....	Bitu.	0.53
			2.56	0.12	.....	0.05	1.86	.....	0.53

* Under 20-day notice of acceptance.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1917

Highway No.	Div. No.	County	Contractor	Date of contract	Total mileage	Type mileages						Contract price plus or minus special agreements	Per cent completed Dec. 31, 1917
						W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles		
CONTRACTS OF 1911													
749 [1]	9	Niagara	Brooks & Julian	June 23	10.30	....	10.30	....	....	.....	....	$117,900 00	95
763 [3]	1	Columbia	General Construction Co	April 4	....	....	....	....	....	.....	....	.....	....
924 [2]	9	Erie	Busch & Percival	June 22	....	....	....	....	....	.....	....	.....	....
			One 1911 contract, totalling		10.30	....	10.30	....	....		....	.....	
CONTRACTS OF 1914													
468	4	Herkimer	H. Ward Dickinson	July 29	5.55	5.55	....	....	....	.....	....	$52,519 00	91
986 [2]	5	Sullivan	Bridgeport Construction Co	Nov. 4	....	....	....	....	....	.....	....	.....	....
1189	8	Tompkins	William Hazard	Oct. 19	6.34	6.34	....	....	....	.....	....	60,941 82	91
1208 [5]	1	Suffolk	Eastern Asphalt Paving Co	July 29	....	....	....	....	....	.....	....	.....	1
5334-A	8	Schuy. & Yates	John W. Gurnett	July 9	7.85	....	....	....	....	S. Con	7.85	92,396 00	91
5432 [4]	8	Chemung and Schuyler	Peter F. Connolly Co	May 15	....	....	....	....	....	.....	....	.....	....
5510 [1]	5	Sullivan	Henry McNamee	Oct. 3	8.18	....	8.18	....	....	.....	....	102,754 50	41
5514	4	Hamilton	Parker-Hassam Paving Co	Oct. 19	6.98	6.98	....	....	....	.....	....	101,310 50	82
5518	8	Allegany	Kennedy Construction Co., assigned to William H. Madden	Oct. 20	4.75	....	....	....	4.75	.....	....	53,539 00	95
			Eight 1914 contracts, totalling		39.65	18.87	8.18	....	4.75		7.85	.....	
CONTRACTS OF 1915													
410 [5]	4	Montgomery	James Anderson (assigned to Patrick F. Herlihy)	July 15	....	....	....	....	....	.....	....	$79,660 00	36
449	1	Orange	A. Ruggerio	Nov. 1	3.17	3.17	....	....	....	.....	....	20,542 50	61

512	4	Montgomery	Routley & Summers	Nov. 12	4.59	4.59	....	....	....	.....	....	29,528 00	95
603	1	Ulster	Armstrong & Trowbridge	Oct. 29	10.24	....	10.24	....	....	.....	....	82,935 37	80
986[3]	5	Sullivan	Fulton Engineering Co., Inc. (assigned to William Oppenheim)	Feb. 23	....	....	....	....	....	.....	....	.....	....
				May 10	3.99	....	....	3.99	....	.....	....	96,461 00	73
1026	9	Chautauqua	Thomas Mahoney	Jan. 7	....	....	....	....	....	.....	....	.....	53
1054[3]	7	Genesee	E. H. Brown	June 18	3.06	....	3.06	....	....	.....	....	53,796 50	59
1072	6	Onondaga	Phelan & Sullivan	June 18	7.23	....	7.03	....	0.20	.....	....	85,388 65	75
1073	6	Onondaga	Criswell Mallery, Inc	July 19	1.53	1.53	....	....	....	.....	....	23,464 00	94
1088	7	Wyoming	Frank M. Foote	June 17	....	....	....	....	....	.....	....	.....	10
1098[3]	4	Hamilton	John F. Lewis	June 17	4.54	4.54	....	....	....	.....	....	43,720 50	46
1100	4	Hamilton	Galway & Co	Sept. 1	....	....	....	....	....	.....	....	.....	82
1109[3]	2	Washington	William L. Sherrill	Sept. 1	....	....	....	....	....	.....	....	51,750 50	83
1162[3]	1	Dutchess	Cairnie St. George Co., Inc	Sept. 1	....	....	....	....	....	.....	....	.....	6
1163[3]	1	Dutchess	Ruddy & Saunders Construction Co.	Sept. 2	....	....	....	....	....	.....	....	.....	20
1227[5]	3	Jefferson	James E. Martin	June 16	....	....	....	....	....	.....	....	.....	
1228	2	Warren	D. L. Anderson (assigned to Kingsbury Construction Co.)	July 20	5.13	5.13	....	....	....	.....	....	69,707 75	71
				May 25	4.43	....	4.43	....	....	.....	....	50,420 50	45
1242[1]	1	Greene	M. E. Francis	April 21	5.50	....	5.50	....	....	.....	....	73,054 00	80
1250	3	Franklin	Spuyten-Duyvil Construction Co. (assigned to W. C. Young)	May 12	11.41	....	11.41	....	....	.....	....	104,999 00	48
1252	3	Franklin	Spuyten-Duyvil Construction Co	May 12	4.43	....	....	....	4.43	.....	....	52,694 10	91
1254	9	Cattaraugus	H. J. Grathwol	May 13	5.01	5.01	....	....	....	.....	....	65,316 01	53
1258	4	Hamilton	Highway Engineering Co., Inc	July 23	6.99	6.99	....	....	....	.....	....	67,390 00	31
1267	7	Wyoming	Fred E. Gross & Son	May 24	5.84	....	5.84	....	....	.....	....	63,898 00	70
1272	5	Delaware	B. J. Anderson	June 12	10.50	....	....	....	10.50	.....	....	113,068 50	80
1274	1	Suffolk	Town of Southampton	May 25	8.63	8.63	....	....	....	.....	....	57,256 50	79
1278	7	Ontario	Hovey Benedict	June 11	5.76	5.76	....	....	....	.....	....	56,736 75	91
1280	2	Albany	David H. Craw	July 22	....	....	....	....	....	.....	....	76,244 00	7
1300[5]	3	Lewis	Fred E. Gross & Son	July 19	....	....	....	....	....	.....	....	.....	13
1302[3]	5	Otsego	J. A. Culkin										

[1] Contract forfeited and road now being completed by department forces.
[2] Contract forfeited. See 1915 contracts.
[3] Contract forfeited. See 1916 contracts.
[4] See 1915 contracts.
[5] Forfeited. See 1917 contracts.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1917 — *Continued*

Highway No.	Div. No.	County	Contractor	Date of contract	Total mileage	Type mileages						Contract price plus or minus special agreements	Per cent completed Dec. 31, 1917
						W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles		
			CONTRACTS OF 1915 — *Continued*										
1306	1	Westchester	The Pierson Engineering and Construction Co	Aug. 31	5.72	0.13	5.59	....	....	.....	....	$66,010 75	72
1307	1	Westchester	James Ciarcia & Vincent Cartesi	Aug. 31	1.89	....	1.89	....	....	.....	....	22,231 00	85
1308 [1]	1	Westchester	James Garafano & Son, Inc	Aug. 31	....	....	....	....	....	.....	....	.....	15
1309 [1]	1	Westchester	Henry Clinton	Sept. 2	....	....	....	....	....	.....	....	.....	3
1311	8	Chemung	J. W. Brennan Construction Co., Inc.	Aug. 30	6.87	6.87	....	....	....	.....	....	78,420 20	92
1312 [1]	1	Dutchess	Ruddy-Saunders Construction Co	Sept. 2	....	....	....	....	....	.....	....	.....	10
1313	1	Dutchess	A. C. Sternberg, Jr	Aug. 25	6.86	6.86	....	....	....	.....	....	64,341 05	68
1315 [4]	9	Niagara	Joseph Brunner (assigned to Cheektowaga Construction Corporation)	Sept. 2	....	....	....	....	....	.....	....	.....	41
1317	6	Cayuga	Brayer Bros	Nov. 18	8.00	....	6.19	1.07	....	Bitu.....	0.74	123,708 85	72
1321 [2]	7	Livingston	Albert Gaffey	Aug. 31	....	....	....	....	....	.....	....	100,840 00	....
1322	8	Allegany	Chenango Construction Co	Aug. 27	7.29	....	7.29	....	....	.....	....	71,137 50	90
1327	6	Cayuga	John H. Gordon	Oct. 29	6.06	....	6.06	....	....	.....	....	52,010 90	41
1329 [1]	1	Orange	Samuel M. Ecclesine	Nov. 1	....	....	....	....	....	.....	....	.....	....
1332 [4]	1	Columbia	Marks Kearney	Oct. 30	....	....	....	....	....	.....	....	.....	22
1333	9	Erie	Stanley Construction Co	Dec. 3	9.14	9.14	....	....	....	.....	....	141,828 00	24
1334 [3]	9	Erie	Langan Construction Corporation	Nov. 1	....	....	....	....	....	.....	....	.....	....
1336	9	Erie	George Neilans	Dec. 10	5.19	5.19	....	....	....	.....	....	56,250 50	34
5280 [4]	1	Nassau	Ulrich & Persicano	July 20	....	....	....	....	....	.....	....	.....	10
5432-A	8	Chemung and Schuyler	Ford Bros	June 9	8.98	8.98	....	....	....	.....	....	89,686 90	67
5498, 5572	1	Orange	John L. Hayes Construction Co	July 13	4.03	....	4.03	....	....	.....	....	273,736 70	55
5510-A [5]	5	Sullivan	Henry McNamee	Nov. 14	0.43	....	0.43	....	....	.....	....	7,947 20	33
5539	7	Monroe	Newport Construction Co	Sept. 28	7.31	7.31	....	....	....	.....	....	69,481 10	67
5543	9	Cattaraugus	Austin W. Summers	Mar. 29	6.98	....	....	....	6.98	.....	....	107,700 00	46
5544	9	Cattaraugus	D. D. Dugan & Sons	May 24	6.88	....	....	0.99	5.89	.....	....	132,687 50	50
5545 [1]	2	Schenectady	The Curran Corporation	May 14	....	....	....	....	....	.....	....	.....	....

5547[4]	4	Oneida	Langan Construction Corporation	Nov. 1	....	....	....	....	....	.....	....	.....		23
5557	8	Schuyler	James T. Moore	July 24	6.03	6.03	....	....	....	.....	....	61,507 00		45
5559	4	Herkimer and Oneida	C. W. Tryon	June 18	8.89	8.89	....	....	....	.....	....	67,990 00		97
5563[1]	9	Niagara	Cattaraugus Engineering Co	June 26	....	....	....	....	....	.....	....	.....		....
5571[4]	1	Westchester	Fagnani & Marra	July 16	....	....	....	....	....	.....	....	.....		47
5572 (see 5498)														
5573	1	Orange	Frank Nordone & Louis Petrillo	Aug. 6	1.17	....	1.17	....	....	.....	....	13,341 90		....
5575	8	Schuyler and Tompkins	Patrick D. Conley	Aug. 31	4.12	4.12	....	....	....	.....	....	35,160 75		85
5577[5]	5	Schoharie	Weed & Walsh	Aug. 31	7.95	....	7.95	....	....	.....	....	91,046 50		23
5579[5]	4	Herkimer	Newport Construction Co	Aug. 30	6.55	6.55	....	....	....	.....	....	63,077 00		49
5582[1]	7	Genesee	Chilson & Gibson	Oct. 30	....	....	....	....	....	.....	....	.....		....
5583	1	Greene	Catskill Construction Co	Aug. 31	4.77	....	4.77	....	....	.....	....	43,833 50		37
5585	5	Chenango and												
	4	Madison	Conroy & Nixdorf	Aug. 25	6.18	6.18	....	....	....	.....	....	47,814 75		25
5586	4	Madison	Conroy & Nixdorf	Aug. 30	7.91	7.91	....	....	....	.....	....	65,491 50		41
5588	1	Greene	James M. Hamilton & Co	Aug. 31	3.95	3.95	....	....	....	.....	....	98,639 25		35
5593	7	Livingston	James Anderson	Oct. 29	7.69	7.69	....	....	....	.....	....	63,063 00		4
5594	2	Clinton	Bluff Point Stone Co	Nov. 5	3.79	3.79	....	....	....	.....	....	29,160 00		67
5596	9	Chautauqua	Edward T. Beck & Co	Nov. 15	0.79	....	....	0.79	....	.....	....	25,780 70		94
5597	4	Oneida	Routley & Summers	Nov. 12	5.34	5.34	....	....	....	.....	....	51,591 50		7
		48 1915 contracts, totalling			278.74	150.28	92.88	6.84	28.00		0.74	.....		

CONTRACTS OF 1916

499	1	Orange	Frank Salvucci	June 12	9.18	....	9.18	....	....	.....	....	$101,370 50		13
513	4	Montgomery	Carl G. Snyder	Oct. 31	2.49	2.49	....	....	....	.....	....	21,793 00		60
515	4	Montgomery	Adirondack Construction Co	Nov. 2	1.61	1.61	....	....	....	.....	....	18,107 00		28
620	4	Fulton	Brady-Oltarsh Construction Co	July 11	5.13	5.13	....	....	....	.....	....	49,044 01		....

[1] Forfeited. See 1916 contracts.
[2] Forfeited.
[3] Relet in 1916 as 1334-A and 1334-B.
[4] Forfeited. See 1917 contracts.
[5] Forfeited. Being completed by department forces.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1917 — *Continued*

Highway No.	Div. No.	County	Contractor	Date of contract	Total mileage	Type mileages						Contract price plus or minus special agreements	Per cent completed Dec. 31, 1917
						W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles		
			CONTRACTS OF 1916 — (*Continued*)										
621	4	Fulton	Coudy & Darling	Oct. 28	2.90	2.90	....	....	....	.....	....	$29,970 50	20
763	1	Columbia	John A. Jova, Inc	Nov. 17	7.14	....	7.14	....	....	.....	....	43,804 92	8
773	9	Niagara	Cold Spring Construction Co	Aug. 24	2.38	2.38	....	....	....	.....	....	25,443 00	....
800	9	Niagara	Rich Construction Co., Inc	June 9	7.79	0.09	....	....	7.70	.....	....	111,403 00	13
924-A	9	Erie	William F. Felton	Aug. 26	6.03	3.53	....	....	2.50	.....	....	62,120 25	47
986	5	Sullivan	Frank D. Van Horn (assigned to Chester D. Marsac)	Aug. 23	10.97	10.97	....	....	....	.....	....	34,126 44	25
1027	9	Chautauqua	Town of Mina	July 21	4.33	....	....	....	4.33	.....	....	61,472 60	58
1054 [1]	7	Genesee	Frank D. Van Horn	Aug. 24	3.88	3.88	....	....	....	.....	....	20,274 75	....
1058	6	Wayne	Steuben Construction Co	July 14	2.25	2.25	....	....	....	.....	....	14,960 10	29
1060	6	Wayne	Thomas Grady	July 17	6.41	6.41	....	....	....	.....	....	56,987 50	92
1078	8	Tioga	Lane Construction Corporation	Aug. 18	6.00	5.73	0.27	....	....	.....	....	68,043 75	75
1098	4	Hamilton	R. A. Kelton	Aug. 11	4.22	4.22	....	....	....	.....	....	35,020 46	9
1109	2	Washington	Lynden Contracting Corporation	Aug. 11	2.06	2.06	....	....	....	.....	....	19,081 70	78
1117	2	Saratoga	William G. Fox	July 11	6.10	....	6.10	....	....	.....	....	79,304 50	39
1162	1	Dutchess	Fulton Engineering Co., Inc	Nov. 2	5.16	5.16	....	....	....	.....	....	43,237 36	83
1163 [1]	1	Dutchess	William J. Kidd, (assigned to Fulton Engineering Co., Inc.)	June 6	6.18	6.18	....	....	....	.....	....	74,775 71	15
1255	3	Jefferson	Henry P. Burgard	June 12	14.05	....	14.05	....	....	.....	....	145,895 50	38
1256	3	Jefferson	Henry P. Burgard Co	Oct. 30	7.76	....	7.76	....	....	.....	....	79,831 45	12
1302	5	Otsego	Frank D. Van Horn, (assigned to W. C. Flannery)	June 27	12.66	12.66	....	....	....	.....	....	116,745 12	20
1308	1	Westchester	John A. Jova, Inc	Sept. 25	2.15	....	2.15	....	....	.....	....	22,515 62	80
1309 [1]	1	Westchester	Fulton Engineering Co	June 9	6.63	....	6.63	....	....	.....	....	66,078 86	12
1312	1	Dutchess	William J. Kidd	June 6	6.81	....	6.81	....	....	.....	....	57,655 00	39
1321 [3]	7	Livingston	Fred J. Kinney Contracting Co	Oct. 31	8.34	8.34	....	....	....	.....	....	84,681 60	18

1329	1	Orange	William J. Kidd, (assigned to Schunnemunk Construction Co.	June 9	3.70	....	....	0.17	3.53	.....	....	47,269 75	96
1331-A	9	Erie	Carlisle O. Landel	Aug. 25	3.18	1.85	....	....	1.33	.....	....	43,807 00	....
1334-B	9	Erie	Arthur J. Shaw, Jr., & George Perrin	Aug. 24	1.12	....	....	....	1.12	.....	....	38,629 00	53
1341	1	Westchester	Smith Bros. Contracting Co.)	Nov. 24	0.35	....	0.35	....	....	.....	....	4,679 50	84
1342	1	Nassau	Thomas O'Hern & Co	July 17	5.24	....	0.49	....	4.75	.....	....	84,480 20	20
1343	1	Nassau	Rush Contracting Co	July 27	3.09	....	....	....	3.09	.....	....	34,192 50	3
1344	1	Nassau	Joseph Capek, Inc	Aug. 22	3.38	....	....	....	3.38	.....	....	44,007 00	22
1345	2	Saratoga	Irvine & Barry	April 26	5.74	....	5.74	....	....	.....	....	59,874 75	81
1346 [3]	4	Herkimer	Dale Engineering Co	July 13	5.10	5.10	....	....	....	.....	....	66,449 50	....
1348	1	Greene	E. S. Sickles	June 9	3.98	3.98	....	....	....	.....	....	41,765 80	22
1349	7	Wyoming	F. J. Mumm Contracting Co	June 6	4.73	4.73	....	....	....	.....	....	48,309 10	42
1351	7	Livingston	Atlanta Construction Co	Oct. 28	2.05	0.33	....	....	1.72	.....	....	34,756 00	65
1352	8	Yates	Atlanta Construction Co.	June 10	9.63	9.63	....	....	....	.....	....	89,424 50	56
1354	6	Onondaga	Frank Malone	July 17	5.55	....	....	....	5.55	.....	....	66,789 00	8
1357	4	Oneida	J. G. Hayes & Co., Inc	June 8	4.87	4.87	....	....	....	.....	....	47,378 50	93
1358	4	Oneida	J. G. Hayes & Co., Inc	June 8	8.26	8.26	....	....	....	.....	....	69,772 25	59
1360	4	Madison	C. W. Tryon	July 11	6.54	6.54	....	....	....	.....	....	64,672 75	26
1361 [2]	4	Madison	John R. Burchill	July 14	....	....	....	....	....	.....	....	.....	10
1364	1	Greene	DeGraff & Hogeboom	June 7	6.02	....	6.02	....	....	.....	....	66,924 50	79
1369	6	Cortland	F. L. Breese	June 9	2.00	2.00	....	....	....	.....	....	21,000 75	88
1373	1	Ulster	Philip Kramer	July 18	2.73	....	....	....	2.73	.....	....	39,651 20	41
1375	4	Fulton	Brady-Oltarsh Construction Co	July 14	1.10	....	1.10	....	....	.....	....	13,796 01	66
1377	4	Fulton	H. A. Schaupp	Oct. 28	3.74	3.74	....	....	....	.....	....	38,837 90	55
1378	8	Chemung	Peter F. Connolly Co	July 11	4.14	1.48	1.47	1.19	....	.....	....	99,255 00	76
1379	9	Chautauqua	John Johnson Construction Co	Aug. 22	0.74	....	....	0.74	....	.....	....	36,320 50	48
1380	9	Chautauqua	Fulton Engineering Co., Inc	July 17	5.65	....	....	3.11	2.54	.....	....	123,132 30	....
1381	9	Chautauqua	William Felton	Oct. 31	3.90	....	....	....	3.90	.....	....	49,807 50	11
1388	3	St. Lawrence	Spellman-Oliver Co	July 18	11.16	....	11.16	....	....	.....	....	99,239 00	53
1390	7	Monroe	Rocco Construction Co., Inc	July 12	2.92	2.92	....	....	....	.....	....	36,955 00	44
1391	7	Monroe	William H. Madden	July 14	7.93	7.93	....	....	....	.....	....	66,373 00	5
1393	7	Monroe	L. H. Brotsch	July 17	5.27	4.40	....	....	0.87	.....	....	62,500 00	4

[1] Contract forfeited. Being completed by department forces.
[2] Contract forfeited. See 1917 contract.
[3] Contract forfeited.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1917 — *Continued*

Highway No.	Div. No.	County	Contractor	Date of contract	Total mileage	Type mileages						Contract price plus or minus special agreements	Per cent completed Dec. 31, 1917
						W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles		
			CONTRACTS OF 1916 — *Continued*										
1394	5	Chenango	Paddelford & King	July 14	7.09	7.09	....	....	....	.....	....	$90,429 50	25
1398	2	Clinton	Richard Hopkins	July 11	10.46	....	10.46	....	....	.....	....	111,888 00	86
1400	6	Seneca	J. W. Brennan	Aug. 21	4.89	....	....	....	4.89	.....	....	59,908 50	....
1401	6	Seneca	Hovey E. Benedict	Sept. 25	2.13	2.13	....	....	....	.....	....	22,186 45	....
1402	7	Genesee	Cold Springs Construction Co.	July 24	7.60	7.60	....	....	....	.....	....	75,837 00	62
1403	7	Genesee	Michael Ripton	July 21	7.94	7.94	....	....	....	.....	....	90,091 50	38
1405 [2]	2	Albany	C. S. Mathusa	July 18	....	....	....	....	....	.....	....	35,875 25	34
1407	6	Wayne	Dana W. Robbins	July 15	3.97	3.97	....	....	....	.....	....	31,350 00	22
1408	5	Otsego	Newport Construction Co	Aug. 19	8.13	8.13	....	....	....	.....	....	86,649 50	6
1409 [1]	5	Otsego	J. L. Richmond	July 17	7.87	7.15	....	....	....	MM–2	0.72	124,673 00	10
1414	6	Cayuga	Frank Malone	Aug. 21	5.45	....	....	....	5.45	.....	....	72,209 45	....
1415	7	Ontario	Chambers & Barnes	Aug. 16	3.95	3.95	....	....	....	.....	....	40,219 50	56
1417	1	Ulster	John A. Jova, Inc	Nov. 11	3.12	....	3.12	....	....	.....	....	35,782 36	91
1419	1	Ulster	George H. McEvoy	Aug. 21	3.17	0.82	....	....	2.35	.....	....	41,271 90	17
1420	8	Schuyler	Willis L. Frost	Nov. 2	3.01	3.01	....	....	....	.....	....	30,909 00	45
1421	2	Rensselaer	Martin Murray	Aug. 16	7.20	7.20	....	....	....	.....	....	90,664 00	46
1422	2	Rensselaer	Fred E. Ellis	Aug. 21	4.87	4.87	....	....	....	.....	....	57,590 50	51
1425	2	Rensselaer	John T. O'Neil	Nov. 24	2.97	2.97	....	....	....	.....	....	37,520 00	46
1428	6	Oswego	Samuel Bonn	Aug. 22	6.36	....	6.36	....	....	.....	....	74,840 65	33
1430	7	Orleans	F. H. Rhodey	Aug. 24	1.32	....	....	1.08	....	Stone Blk	0.24	89,975 00	94
1431	8	Tompkins	Fort Schuyler Construction Co., Inc.	Aug. 22	3.38	3.38	....	....	....	.....	....	42,845 80	2
1433	8	Tompkins	Dana W. Robbins, Inc	Aug. 24	5.86	5.01	0.69	0.16	....	.....	....	86,956 20	22
1435	6	Cortland	Michael O'Brien	Aug. 22	6.07	6.07	....	....	....	.....	....	73,747 50	11
1436	2	Washington	Keeseville Road Co., Inc	Aug. 17	1.43	0.55	....	0.88	....	.....	....	62,961 50	89
1437	2	Washington	Keeseville Road Co., Inc	Aug. 24	4.58	4.58	....	....	....	.....	....	42,479 50	71
1438	2	Washington	Gifford Construction Co	Aug. 21	6.98	6.98	....	....	....	.....	....	98,217 00	4

1439	5	Delaware	Hovey E. Benedict	Sept. 25	6.51	....	6.51	....	....	.....	....	89,961 00	10
1440	5	Delaware	Brady-Oltarsh Construction Co., Inc.	Aug. 21	3.39	....	3.39	....	....	.....	....	46,330 00	....
1441	5	Delaware	Brady-Oltarsh Construction Co., Inc.	Aug. 21	4.31	....	4.31	....	....	.....	....	70,380 50	....
1443	9	Erie	Frank J. Foote	Aug. 21	5.09	5.09	....	....	....	.....	....	59,768 00	62
1444	9	Erie	Cold Spring Construction Co	Aug. 21	3.75	3.75	....	....	....	.....	....	32,752 25	81
1451	5	Broome	T. H. Gill Co	Aug. 21	4.70	....	4.70	....	....	.....	....	52,486 50	33
1452	8	Tioga	Dana W. Robbins	Aug. 21	5.50	5.50	....	....	....	.....	....	72,025 50	45
1454	2	Schenectady	Albany Construction Co	Aug. 18	6.33	6.33	....	....	....	.....	....	74,500 50	35
1457	1	Westchester	Smith Bros. Contracting Co	Sept. 28	4.62	....	....	....	4.62	.....	....	65,296 10	37
1460	2	Saratoga	J. J. Guinan Contracting Co	Oct. 28	6.74	....	....	....	6.74	.....	....	105,791 50	50
1463	5	Sullivan	Armstrong & Trowbridge	Oct. 28	5.63	....	5.63	....	....	.....	....	64,697 00	4
1466	7	Monroe	Ribstein-Holter Co., Inc	Oct. 31	6.33	6.33	....	....	....	.....	....	70,815 00	23
1469	9	Chautauqua	William Felton	Oct. 31	4.94	....	....	0.42	4.52	.....	....	85,094 00	39
1473	5	Chenango	Paddelford & King	Oct. 31	3.06	....	3.06	....	....	.....	....	43,184 50	21
1474	8	Steuben	Atlanta Construction Co	Oct. 28	4.99	4.99	....	....	....	.....	....	46,151 26	....
1475	8	Steuben	Atlanta Construction Co	Oct. 28	6.00	....	6.00	....	....	.....	....	69,320 01	....
1476	8	Steuben	Atlanta Construction Co	Oct. 28	4.00	....	4.00	....	....	.....	....	49,405 51	....
1478	5	Sullivan	Jackson Bros	Nov. 28	4.01	....	4.01	....	....	.....	....	47,808 00	....
5545	2	Schenectady	Green & Miller	Sept. 26	5.62	5.62	....	....	....	.....	....	49,600 15	25
5563 [1]	9	Niagara	Frank D. Van Horn	Aug. 23	5.07	....	....	0.34	4.73	.....	....	62,709 95	30
5580	1	Dutchess	John De Michiel & Bro	June 10	6.97	....	6.97	....	....	.....	....	86,477 50	30
5582 [1]	7	Genesee	William J. Kidd (assigned to Roanoke Contracting Co.)	Aug. 23	4.53	4.53	....	....	....	.....	....	44,893 00	8
5587 [1]	6	Onondaga	M. J. Gleason Co	April 21	5.12	....	....	0.37	4.75	.....	....	86,404 79	36
5598	2	Saratoga	John B. Dower	Aug. 21	1.10	....	....	1.10	....	.....	....	70,480 00	70
5599-A	1	Ulster	H. K. Corbin & Co., Inc	June 8	*	....	....	....	....	.....	....	61,360 00	66
5601 [2]	1	Ulster	Wagner & Braun	June 9	....	....	....	....	....	.....	....	.....	31
5602	3	Franklin	Arthur F. McConville	Aug. 21	1.99	....	1.53	0.46	....	.....	....	67,120 75	71
5607	9	Cattaraugus	Vedder Construction Co	Nov. 1	4.73	....	....	....	4.73	.....	....	72,798 00	5
5608	9	Cattaraugus	Vedder Construction Co	Nov. 1	2.17	....	....	....	2.17	.....	....	33,179 90	27
5609	6	Cayuga	Charles O. McComb	July 15	3.89	....	....	....	3.89	.....	....	49,378 50	70
5610	6	Cayuga	Sullivan Construction Co	July 11	4.39	0.63	....	....	3.76	.....	....	86,325 00	24
5611	8	Steuben	Steuben Construction Co	July 14	5.76	5.76	....	....	....	.....	....	53,242 20	89

[1] Contract forfeited. Being completed by department forces.
[2] Contract forfeited. See 1917 contracts.
* Bridge piers.

TABLE SHOWING STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1917 — *Concluded*

Highway No.	Div. No.	County	Contractor	Date of contract	Total mileage	Type mileages						Contract price plus or minus special agreements	Per cent completed Dec. 31, 1917
						W. B.	Bit. mac.	Brick	F. Con.	Miscellaneous Type	Miscellaneous Miles		
			CONTRACTS OF 1916 — *Concluded*										
5612	3	St. Lawrence	H. P. Burgard	Oct. 30	9.12	....	2.18	....	6.94	.....	....	$139,810 70	40
5613	3	Franklin	W. T. Thayer & Co	Aug. 22	10.36	....	10.36	....	....	.....	....	124,417 40	70
5615	8	Allegany	Frank J. Foote	Aug. 21	9.07	9.07	....	....	....	.....	....	111,063 00	16
5617	3	Jefferson	Pathfinder Construction Co., Inc	Aug. 21	5.03	....	5.03	....	....	.....	....	60,247 60	68
5618	3	Jefferson	P. J. Kennedy	Aug. 21	4.05	....	3.84	0.21	....	.....	....	59,638 00	37
5622	9	Erie	Harper & Higginson	Nov. 2	5.19	....	....	....	5.19	.....	....	106,950 00	1
5623	5	Chenango	A. B. Haight	Sept. 25	1.30	1.30	....	....	....	.....	....	21,329 40	68
5624	5	Otsego	Union Paving Co	Sept. 25	1.04	....	....	....	....	MM–2	1.04	26,537 40	92
5628	1	Dutchess	A. T. Moran	Nov. 24	6.79	....	6.79	....	....	.....	....	79,279 25	5
5631	4	Herkimer	Newport Construction Co	Dec. 14	0.71	....	....	....	....	Bitu	0.71	41,438 55	75
5632	6	Wayne	Harradine Bros. Co	Oct. 28	5.85	....	....	....	5.85	.....	....	81,816 40	53
5636	2	Albany	Belmar Contracting Co	Nov. 24	3.93	....	....	....	3.93	.....	....	59,853 90	....
			126 1916 contracts, totalling		627.90	306.05	185.36	10.23	123.55		2.71	.....	
			CONTRACTS OF 1917										
410[1,2]	4	Montgomery	W. C. Flannery	May 9	7.10	7.10	....	....	....	.....	....	$47,826 81	36
1059	6	Wayne	Hendrickson-McCabe Construction Co	July 1	1.88	1.88	....	....	....	.....	....	16,561 00	52
1171	5	Chenango	Paddelford & King	July 1	7.12	7.12	....	....	....	.....	....	78,446 45	22
1208[2]	1	Suffolk	Robert W. Smith Corporation	Aug. 7	9.57	....	....	....	9.57	.....	....	173,051 80	4
1227[2]	3	Jefferson	Harry W. Roberts	Mar. 5	4.60	....	....	....	4.60	.....	....	63,572 23	71
1300[2]	3	Lewis	Dale Engineering Co	Aug. 10	8.82	....	8.82	....	....	.....	....	118,975 50	....
1315[2]	9	Niagara	Elmer J. Latus	Sept. 24	8.00	....	....	....	8.00	.....	....	62,560 35	....
1332[2]	1	Columbia	Raymond A. Kelton	May 29	7.77	....	7.77	....	....	.....	....	50,546 02	....
1361[2]	4	Madison	Greylock Construction Co	Aug. 2	5.65	5.65	....	....	....	.....	....	49,292 59	5

1389	3	St. Lawrence	Henry P. Burgard	Feb.	27	4.60	....	....	....	4.60	.....	....	71,869 25	....
1396	1	Nassau	H. J. Mullen Contracting Co	Feb.	24	2.99	....	....	....	....	Asp. Blk...	2.99	114,209 10	28
1405[2]	2	Albany	Greylock Construction Co	Aug.	2	2.93	2.93	....	....	....	.....	....	19,934 40	48
1447	9	Erie	Rossney Contracting Corporation	May	9	4.50	2.66	....	....	1.84	.....	....	74,402 25	44
1449	5	Broome	Louis Mayersohn	April	17	5.35	....	5.35	....	....	.....	....	71,302 00	3
1450	5	Broome	T. H. Gill & Co	Feb.	27	6.93	....	6.93	....	....	.....	....	108,685 72	8
1464	1	Ulster	Conway Bros. & Kennedy	May	9	1.80	0.27	1.53	....	....	.....	....	28,724 48	54
1484	3	Jefferson	Ross Brothers	May	21	0.66	....	0.66	....	....	.....	....	12,037 90	62
1486	5	Broome	Thos. L. Ryan	Feb.	26	2.78	2.01	0.77	....	....	.....	....	42,525 25	88
1487	5	Broome	Frank Stento	Feb.	26	4.08	....	4.08	....	....	.....	....	50,761 50	79
1488	2	Clinton	Louis Mayersohn	Mar.	2	5.95	....	5.95	....	....	.....	....	68,481 75	60
1490	3	Lewis	Dale Engineering Co	May	9	5.37	....	5.37	....	....	.....	....	57,940 85	58
1491	9	Erie	H. E. Rainer	Feb.	26	2.97	2.97	....	....	....	.....	....	35,490 50	28
1492	9	Erie	Bison City Eng. & Contg. Co	Mar.	1	2.90	2.90	....	....	....	.....	....	27,095 50	5
1493	9	Erie	Cold Spring Construction Co	Feb.	26	3.02	3.02	....	....	....	.....	....	36,633 55	....
1499	7	Monroe	Michael H. Ripton	Feb.	24	4.56	3.28	....	....	1.28	.....	....	78,618 50	25
1500	6	Cortland	S. P. Hull	Feb.	23	2.33	2.33	....	....	....	.....	....	35,351 00	24
1502	1	Rockland	Eugene Cavallo	May	9	0.24	....	0.24	....	....	.....	....	15,812 15	68
1506	6	Onondaga	Dale Engineering Co	May	9	5.52	5.52	....	....	....	.....	....	64,444 55	50
5280[2]	1	Nassau	James McAvoy	Aug.	2	1.57	....	....	....	1.57	.....	....	37,504 05	....
5547[2]	4	Oneida	Wm. P. McDonald Construction Co.	Sept.	25	0.70	....	....	....	....	MM-2....	0.70	20,732 74	....
5571[2]	1	Westchester	Leo T. Welch	Aug.	1	4.29	1.05	3.24	....	....	.....	....	29,277 50	5
5601[1 2]	1	Ulster	Fred J. Kinney Contracting Co	Feb.	23	1.85	....	....	1.03	0.82	.....	....	.....	....
5604	4	Oneida	Harry W. Roberts & Co	Aug.	2	1.05	....	....	....	0.71	Bitu.....	0.34	47,765 50	61
5606	1	Westchester	James McAvoy	May	14	2.74	....	....	....	....	MM-2....	2.74	60,693 41	47
5629	1	Columbia	Antonio Colarusso	Feb.	23	5.02	....	5.02	....	....	.....	....	66,313 00	57
5638	6	Oswego	Spellman-Oliver Co	Feb.	23	5.63	....	5.63	....	....	.....	....	73,887 25	63
5640	4	Oneida	Harry W. Roberts & Co	May	9	1.27	....	....	....	0.57	Bitu.....	0.70	56,262 75	80
			37 1917 contracts, totalling			154.11	50.69	61.36	1.03	33.56		7.47	.....	

[1] Forfeited. Being completed by department forces.
[2] See previous years.

APPENDIX E

TABLE

SHOWING ALL

STATE AND COUNTY HIGHWAYS

WHICH HAVE BEEN ASSIGNED HIGHWAY NUMBERS AND WHICH ARE NOW AWAITING CONTRACT

DECEMBER 31, 1917

[559]

COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1917

Highway number	Name	County	Estimated cost	Miles	Type
164*	Downesville	Delaware	$14,700 00	4.20	
322	Reservation Road—Romulus	Seneca	40,500 00	2.45	
396*	Bristol Valley, Part 2	Ontario	57,600 00	6.68	
404*	Bristol Valley, Part 3	Ontario	14,700 00	2.00	
422*	Bearsville—Beechford—Mt. Pleasant	Ulster	88,775 00	6.83	
470*	Mohawk—Jordanville	Herkimer		4.33	
473*	Little Falls—Jacksonburg	Herkimer	31,000 00	3.03	
496	Brockport—Holley, Part 1	Monroe	18,500 00	2.26	
500*	Cedar Hill Cemetery; Unionville—New Jersey Line; New Hampton—Denton; Greenwood Lake—Tuxedo Road	Orange	54,900 00	4.75	
501	Goshen—Middletown	Orange	50,400 00	5.25	
514*	Snooks Corners—Amsterdam	Montgomery	26,900 00	2.70	
516	Johnstown—Tribes Hill, Part 2	Montgomery	24,625 00	2.75	
517*	Palatine Bridge—Stone Arabia	Montgomery	37,300 00	3.70	
576	Montgomery—Bullville	Orange	48,300 00	7.51	
578*	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Orleans	25,800 00	1.56	
600*	Monroe—Chester	Orange	64,600 00	3.55	
602	Bearsville—Willow	Ulster	45,900 00	5.57	
605*	Highland Lake—Fort Montgomery	Orange	49,000 00	0.17	
672-A*	Syracuse—Bridgeport	Onondaga	27,700 00	1.14	Bit. Mac.
688	Augar	Orleans	13,100 00	1.58	
707*	Smithville Flats—Long Pond	Chenango	55,200 00	1.83	
739*	Turner	Orange	12,100 00	0.98	
774	Tonawanda Creek—Pendleton Town Line	Niagara	65,800 00	4.62	W. B.
779*	Plattsburg—Ingraham	Clinton		2.30	
785*	Richfield Springs—Schuyler Lake	Otsego	53,800 00	1.72	

* See footnote in Appendix B, list by counties.

COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1917 — *Continued*

Highway number	Name	County	Estimated cost	Miles	Type
791*.....	Albany—Guilderland.....	Albany.....	$88,200 00	0.70	.....
792*.....	Schenectady Co. Line—Guilderland.....	Albany.....	32,800 00	3.26	.....
807.....	Kirk—North Pharsalia.....	Chenango.....	58,200 00	5.68	.....
816.....	Galway—West Galway.....	Saratoga.....	40,900 00	4.03	.....
818*.....	Ballston Town Line—Scotch Church.....	Saratoga.....	.....	0.92	.....
819*.....	Ballston—Charlton Town Line.....	Saratoga.....	.....	1.88	.....
1055.....	Arcade—East Arcade, Part 1.....	Wyoming.....	27,100 00	1.94	.....
1056.....	Attica—Schaub Corners.....	Wyoming.....	42,500 00	3.44	.....
1057.....	Darien Center—Bennington, Part 2.....	Wyoming.....	36,500 00	2.27	.....
1084.....	North Tonawanda City.....	Niagara.....	98,700 00	2.33	.....
1099.....	Tupper Lake—Long Lake, Part 3.....	Hamilton.....	74,000 00	5.03	.....
1103.....	Hartsville—Canisteo.....	Steuben.....	49,200 00	5.58	W. B.
1316.....	Dickersonville—Cambria.....	Niagara.....	33,500 00	2.49	Concrete
1340.....	Grant Corner—Rundall Corner—Bailey Corner—State Line.....	Westchester.....	55,400 00	4.25	Bit. Mac.
1355.....	North Western—Boonville, Part 1.....	Oneida.....	106,300 00	6.15	W. B., Surf.
1356.....	North Western—Boonville, Part 2.....	Oneida.....	82,900 00	5.74	W. B., Surf.
1359.....	East Onondaga: Seneca Street.....	Onondaga.....	5,800 00	0.22	Br. & Con.
1362.....	Vanhornesville—Starkville.....	Herkimer.....	86,600 00	5.84	W. B.
1363.....	Paines Hollow—Stone House.....	Herkimer.....	68,500 00	5.67	W. B.
1370.....	Harts Corner—White Plains.....	Westchester.....	51,500 00	1.74	Asp. Block
1376.....	Bull Run—Bleecker	Fulton.....	42,500 00	2.80	W. B., Surf. & St. Blk.
1382.....	Rome—Ava, Part 1.....	Oneida.....	47,300 00	1.05	Bitu. & Bit. Mac.
1383.....	Malone—Dickinson, Part 2.....	Franklin.....	59,400 00	4.75	Bit. Mac.

1384.....	West Bangor—Reynoldstown.....	Franklin.....	46,300 00	4.04	Bit. Mac.
1385.....	Tupper Lake—Saranac Lake, Part 1.....	Franklin.....	43,900 00	3.53	Bit. Mac.
1386.....	Hunter Home—Clinton Co. Line.....	Franklin.....	83,200 00	6.98	Bit. Mac.
1392.....	Rush—Mendon, Part 1.....	Monroe.....	38,000 00	3.69	Bit. Mac.
1397.....	Gunn Corners—Fishers Landing, Part 2.....	Jefferson.....	91,900 00	6.65	Bit. Mac.
1411.....	Wadhams Mills—Whallonsburg.....	Essex.....	67,000 00	4.95	Bit. Mac.
1423.....	Speigeltown—Tomhannock Reservoir.....	Rensselaer.....	85,300 00	6.34	W. B.
1424.....	Stone Schoolhouse—North Petersburg—Vermont State Line.....	Rensselaer.....	75,900 00	4.95	W. B.
1426.....	Whitehouse Bridge—Vermont State Line.....	Rensselaer.....	48,500 00	3.80	.....
1429.....	Barre Center—Elba, Part 1.....	Orleans.....	62,300 00	4.82	W. B.
1442.....	Barnes Corners—Copenhagen, Part 2.....	Lewis.....	59,900 00	4.74	Bit. Mac.
1445.....	East Aurora—Lancaster, Part 2.....	Erie.....	53,000 00	3.54	Concrete
1446.....	South Newstead—Peters Corners.....	Erie.....	14,200 00	0.91	Concrete
1456.....	Westchester avenue.....	Westchester.....	34,700 00	1.09	Asp. Bl. & Br.
1458.....	Morehouseville—Piseco, Part 1.....	Hamilton.....	115,900 00	6.82	Bit. Mac.
1461.....	Schuylerville—Gansevoort.....	Saratoga.....	154,100 00	9.06	W. B., Surf.
1462.....	North Western—Boonville, Part 3.....	Oneida.....	26,700 00	0.45	Brick
1467.....	Cobleskill—Sharon Springs, Part 2.....	Schoharie.....	62,000 00	5.25	W. B., Surf.
1468.....	Coeymans—Indian Fields, Part 1.....	Albany.....	47,000 00	1.45	B.M. & St.Bl.
1470.....	Kennedy—Ellington.....	Chautauqua.....	83,000 00	4.19	Concrete
1471.....	Pratt Corner—Sinclairville.....	Chautauqua.....	104,800 00	5.85	Concrete
1472.....	Sloansville—Charleston, Part 1.....	Schoharie.....	30,000 00	1.84	Bit. Mac.
1479.....	Arcade—Farmersville, Part 2.....	Cattaraugus.....	40,100 00	4.15	Concrete
1480.....	Leon—Wesley, Part 1.....	Cattaraugus.....	61,900 00	3.00	Con. & W. B.
1481.....	Elmgrove—Ridge.....	Monroe.....	43,800 00	2.73	Vit. Cubes.
1482.....	Pattersonville—Scotch Church.....	Schenectady.....	52,000 00	3.42	Telf. Found., W. B. Surf.

* See footnote in Appendix B, list by counties.

COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1917 — *Concluded*

Highway number	Name	County	Estimated cost	Miles	Type
1483.....	Mongaup—Pond Eddy.....	Sullivan.....	$101,800 00	5.69	Bit. Mac.
1485.....	Worcester—Decatur.....	Otsego.....	60,100 00	4.09	W. B.
1489.....	Chazy—Champlain.....	Clinton.....	40,000 00	3.34	Bit. Mac.
1494.....	Lancaster—Clinton Street.....	Erie.....	43,000 00	2.34	F. Con.
1495.....	Bridgehampton—Devon.....	Suffolk.....	210,000 00	11.58	F. Con.
1496.....	Westport—Elizabethtown.....	Essex.....	138,000 00	8.85	B. M. & Con.
1497.....	Rockwell Mills—South New Berlin.....	Chenango.....	63,000 00	4.78	W. B.
1498.....	Manny Corners—Blue Corners.....	Montgomery.....	40,000 00	3.63	W. B.
1501.....	Chestertown—Hague, Part 4.....	Warren.....	97,000 00	4.59	Bit. Mac.
1503.....	Pittsford—Palmyra, Part 3.....	Wayne.....	52,200 00	2.99	Concrete
1504.....	Stone Arabia—Ephratah, Part 1.....	Montgomery.....	30,000 00	2.74	W. B. Mac.
1505.....	Jordan Village: North Main street.....	Onondaga.....	23,000 00	0.96	Concrete
1507.....	Baldwinsville—Plainville.....	Onondaga.....	122,500 00	7.45	Br., Con. & W. B.
1508.....	Washingtonville Village.....	Orange.....	42,700 00	2.48	Concrete
1509.....	Salamanca—Ellicottville, Part 2.....	Cattaraugus.....	143,000 00	5.68	Concrete
1510.....	Afton—Coventry, Part 2.....	Chenango.....	44,700 00	2.92	Bit. Mac.
1511.....	Lake Placid Village: Main street and Saranac avenue....	Essex.....	65,700 00	1.09	Br., Con. & Bit. Mac.
1512.....	Westchester County Line—Mahopac Falls—Mahopac Lake.....	Putnam.....	63,000 00	3.33	Bit. Mac.
1513.....	Patterson—Dutchess County Line.....	Putnam.....	27,000 00	1.61	Bit. Mac.
1514.....	West Haverstraw—Stony Point, Part 2.....	Rockland.....	9,000 00	0.42	Bit. Mac.
1515.....	North Creek—North River.....	Warren.....	137,000 00	4.85	Concrete

STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1917

Highway number	Name	County	Estimated cost	Miles	Type
5093.....	Fairport Extension.....	Monroe.....	$2,600 00	0.18	.....
5208.....	Horseheads—Montour Falls.....	Schuyler.....	23,300 00	1.86	.....
5208-A....	Horseheads—Montour Falls.....	Chemung.....	23,300 00	0.40	W. B.
5261-A*....	Afton—Bainbridge.....	Chenango.....	27,700 00	0.72	Bit. Mac.
5269-A*....	County Line—Adams Center.....	Jefferson.....	3,000 00	0.16	Bit. Mac.
5295.....	Watkins—Bennettsburg.....	Schuyler.....	.....	0.77	.....
5304-A*....	Clayton—Alexandria Bay.....	Jefferson.....	3,800 00	0.15	Bit. Mac.
5358.....	Mount Vernon City: Columbus Avenue.....	Westchester.....	13,400 00	0.28	.....
5377*.....	Riverside Drive—Binghamton.....	Broome.....	45,800 00	1.91	.....
5402.....	Carthage Village: State Street.....	Jefferson.....	3,200 00	0.35	Bit. Mac.
5405*.....	Allegany Village: Main Street.....	Cattaraugus.....	36,700 00	.....	Brick**
5512.....	New Jersey State Line—Nyack, Parts 1 and 3.....	Rockland.....	73,400 00	3.75	.....
5523.....	Wells—Speculator, Part 2.....	Hamilton.....	127,300 00	6.74	W. B.
5592.....	Ballston Spa Village: High Street.....	Saratoga.....	10,100 00	0.24	Bit. Mac.
5593.....	Caledonia—Mount Morris, Part 1.....	Livingston.....	78,000 00	7.69	.....
5594.....	Plattsburg—Ingraham, Part 1.....	Clinton.....	38,900 00	3.79	.....
5595.....	Broome County Line—Marathon.....	Cortland.....	10,400 00	3.75	.....
5596.....	Mayville Village: Erie Street.....	Chautauqua.....	30,400 00	0.79	.....
5597.....	Utica—Poland, Part 3.....	Oneida.....	68,200 00	3.34	.....
5599.....	Kingston—Port Ewen.....	Ulster.....	65,800 00	0.49	.....
5603.....	Middleport—Medina, Part 2.....	Orleans.....	67,800 00	3.72	.....
5621.....	Cedarville—West Winfield.....	Herkimer.....	65,600 00	5.57	W. B.
5625.....	Fayetteville—Chittenango, Part 1.....	Onondaga.....	71,000 00	3.94	Concrete
5626.....	Oppenheim—Dolgeville.....	Fulton.....	62,500 00	4.90	W. B., Surf.
5627.....	South Lansing—Myers.....	Tompkins.....	37,600 00	2.46	W. B., Surf.

*See footnote in Appendix B, list by counties. **0.61 mile.

STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1917—*Concluded*

Highway number	Name	County	Estimated cost	Miles	Type
5630	Weedsport—Jordan, Part 2	Onondaga	$34,500 00	1.03	Concrete
5634	Evans Center—Farnham	Erie	101,500 00	5.26	.....
5635	Marilla—Wales Center	Erie	112,000 00	5.78	W. B. & Con.
5637	Whitehall—Dresden Center, Part 2	Washington	158,300 00	5.77	Bit. Mac.
5639	Ballston Lake—Crescent, Part 2	Saratoga	.....	6.37	Bit. Mac.

APPENDIX F

SHOWING

SUMMARIES

OF DIFFERENT TABLES AND APPENDICES

DECEMBER 31, 1917

SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS, DECEMBER 31, 1917

County	Highway classification	Total mileage allotted	Miles of system still available for construction	Miles Contracted for				Miles Completed				Miles Under Contract			
				Total	Towns	Villages	Cities	Total	Towns	Villages	Cities	Total	Towns	Villages	Cities
Albany	State	42.19	16.51	25.68	24.54	.....	1.14	21.75	20.61	.....	1.14	3.93	3.93	.....	.....
	County	172	0.74	171.26	164.23	2.65	4.38	162.57	155.54	2.65	4.38	8.69	8.69	.....	.....
	Special	1.59	0.0	1.59	0.44	.....	1.15	1.59	0.44	.....	1.15	.....	.....	.....	.....
Allegany	State	83	15.58	67.42	60.18	7.24	.....	53.60	46.36	7.24	.....	13.82	13.82	.....	.....
	County	155	96 63	58.37	50.86	7.51	.....	51.08	43.57	7.51	.....	7.29	7.29	.....	.....
Broome	State	73.42	30.67	42.75	33.95	4.20	4.60	42.75	33.95	4.20	4.60	.....	.....	.....	.....
	County	138	22.48	115.52	110.26	4.39	0.87	91.68	86.42	4.39	0.87	23.84	23.84	.....	.....
Cattaraugus	State	79.31	15.69	63.62	52.81	6.29	4.52	42.86	33.40	4.94	4.52	20.76	19.41	1.35	.....
	County	189	140.75	48.25	40.36	4.89	3.00	43.82	35.93	4.89	3.00	4.43	4.43	.....	.....
Cayuga	State	43.49	14.00	29.49	25.88	1.58	2.03	21.21	19 18	.....	2.03	8.28	6.70	1.58	.....
	County	125	16.34	108.66	100.37	7.42	0.87	89.15	82.67	6.35	0.13	19.51	17.70	1.07	0.74
Chautauqua	State	76.20	34.51	41.69	33.84	6.37	1 48	40.90	33.84	5.58	1.48	0.79	.....	0.79	.....
	County	207	145.42	61.58	54.90	5.35	1.33	38.03	35.09	2.35	0.59	23.55	19.81	3.00	0.74
Chemung	State	44.09	9 84	34.25	30.91	2.58	0.76	26 39	23.05	2 58	0.76	7.86	7.86	.....	.....
	County	96	39.71	56 29	48.76	2.11	5.42	45.28	40.15	0.90	4.23	11.01	8.61	1.21	1.19
Chenango	State	80.99	32.40	48.59	40.53	6.83	1.23	46.70	39.97	5.50	1.23	1.89	0.56	1.33	.....
	County	136	32.34	103 66	98.17	4.52	0.97	86.39	82.42	3.00	0.97	17.27	15.75	1.52	.....
Clinton	State	72.21	13.05	59.16	51.32	5.75	2.09	55.37	47 53	5.75	2.09	3.79	3 79	.....	.....
	County	126	28.34	97.66	95.87	0.99	0.80	81.25	79.46	0.99	0.80	16.41	16.41	.....	.....
Columbia	State	72.41	34.90	37.51	33.28	3.06	1.17	32.49	28.26	3.06	1.17	5.02	5.02	.....	.....
	County	125	51.57	73.43	71.29	2.05	0.09	58.52	56.38	2.05	0.09	14.91	14.91	.....	.....
Cortland	State	56.54	34.22	22.32	17.28	4.28	0.76	22.32	17.28	4.28	0.76	.....	.....	.....	.....
	County	94	22.55	71.45	71.45	.....	.....	61.05	61.05	.....	.....	10.40	10.40	.....	.....
Delaware	State	105.63	14.10	91.53	86.21	5.32	.....	91.53	86.21	5.32	.....	.....	.....	.....	.....
	County	200	120.02	79.98	68.70	11.28	.....	59.93	52.26	7.67	.....	20.05	16.44	3.61	.....
Dutchess	State	56.21	0.91	55.30	47.80	6.71	0.79	41.54	34.04	6.71	0.79	13.76	13.76	.....	.....
	County	172	38.17	133.83	123.88	8.67	1.28	108.82	99.95	7.59	1.28	25.01	23.93	1.08	.....
	Special	2.29	0.0	2.29	2.29	.....	.....	2.29	2.29	.....	.....	.....	.....	.....	.....
Erie	State	61.37	19.52	41.85	36.60	3.31	1.94	36.66	31.41	3.31	1.94	5.19	5.19	.....	.....
	County	465	150.30	314.70	290.90	19.38	4.42	267.81	246.52	16.87	4.42	46.89	44.38	2.51	.....
Essex	State	112.49	11.75	100.74	99.05	1.69	.....	100.74	99.05	1.69	.....	.....	.....	.....	.....
	County	141	74 95	66.05	58.19	7.86	.....	66.05	58.19	7.86	.....	.....	.....	.....	.....
Franklin	State	54.72	17.32	37.40	32.97	4.43	.....	25.05	22.74	2.31	.....	12.35	10.23	2.12	.....
	County	164	77.43	86.57	84.53	2.04	.....	69.66	67.62	2.04	.....	16.91	16.91	.....	.....
	Special	15.43	0.0	15.43	15.43	.....	.....	15.43	15.43	.....	.....	.....	.....	.....	.....
Fulton	State	36.76	26.47	10.29	6.55	2.20	1.54	10.29	6.55	2.20	1.54	.....	.....	.....	.....
	County	90	14.36	75 64	72.81	.....	2.83	62.77	60.98	.....	1.79	12.87	11.83	.....	1.04
Genesee	State	38.32	9.93	28.39	26.05	.....	2.34	23.86	21.52	.....	2.34	4.53	4.53	.....	.....
	County	100	59.06	40.94	39.28	1.08	0.58	21.52	20.94	.....	0.58	19.42	18.34	1.08	.....

SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS, DECEMBER 31, 1917—*Concluded*

COUNTY	Highway classification	Total mileage allotted	Miles of system still available for construction	MILES CONTRACTED FOR				MILES COMPLETED				MILES UNDER CONTRACT			
				Total	Towns	Villages	Cities	Total	Towns	Villages	Cities	Total	Towns	Villages	Cities
Greene	State	72.02	25.08	46.94	39.63	7.31	.....	38.22	30.91	7.31	.....	8.72	8.72	.....	.....
	County	86	29.81	56.19	54.91	1.28	.....	41.76	40.48	1.28	.....	14.43	14.43	.....	.....
Hamilton	State	108.06	78.20	29.86	29.86	.....	.....	22.88	22.88	.....	.....	6.98	6.98	.....	.....
	County	93	59.30	33.70	33.70	.....	.....	19.93	19.93	.....	.....	13.77	13.77	.....	.....
Herkimer	State	94.27	47.31	46.96	32.57	12.94	1.45	35.40	22.46	11.49	1.45	11.56	10.11	1.45	.....
	County	144	33.56	110.44	102.24	6.39	1.81	99.79	91.59	6.39	1.81	10.65	10.65	.....	.....
Jefferson	State	101.57	17.32	84.25	67.92	14.40	1.93	75.17	58.84	14.40	1.93	9.08	9.08	.....	.....
	County	*199.17	0.0	199.17	180.38	16.78	2.01	172.10	154.68	15.41	2.01	27.07	25.70	1.37	.....
Lewis	State	34.97	0.0	34.97	32.59	2.38	.....	34.97	32.59	2.38	.....	.....	.....	.....	.....
	County	97	43.90	53.10	49.74	3.36	.....	38.91	35.55	3.36	.....	14.19	14.19	.....	.....
Livingston	State	78.76	29.25	49.51	38.73	10.78	.....	41.82	31.04	10.78	.....	7.69	7.69	.....	.....
	County	120	43.93	76.07	69.11	6.96	.....	65.68	58.72	6.96	.....	10.39	10.39	.....	.....
Madison	State	58.42	7.72	50.70	41.98	6.16	2.56	37.20	28.48	6.16	2.56	13.50	13.50	.....	.....
	County	111	49.98	61.02	47.57	4.50	8.95	48.83	35.41	4.47	8.95	12.19	12.16	0.03	.....
Monroe	State	42.04	4.82	37.22	33.61	3.61	.....	29.91	26.44	3.47	.....	7.31	7.17	0.14	.....
	County	382	79.13	302.87	287.65	10.29	4.93	275.86	260.93	10.00	4.93	27.01	26.72	0.29	.....
Montgomery	State	35.25	9.76	25.49	20.60	4.89	.....	25.49	20.60	4.89	.....	.....	.....	.....	.....
	County	126	37.72	88.28	81.99	4.42	1.87	72.49	67.69	2.93	1.87	15.79	14.30	1.49	.....
Nassau	State	11.72	2.82	8.90	8.90	.....	.....	7.33	7.33	.....	.....	1.57	1.57	.....	.....
	County	98	33.29	64.71	63.40	1.31	.....	50.01	49.66	0.35	.....	14.70	13.74	0.96	.....
Niagara	State	70.53	11.43	59.10	50.90	5.51	2.69	54.03	46.17	5.51	2.35	5.07	4.73	.....	0.34
	County	170	73.00	97	88.51	2.31	6.18	68.53	62.29	0.41	5.83	28.47	26.22	1.90	0.35
	Special	5.44	0.0	5.44	5.44	.....	.....	5.44	5.44	.....	.....	.....	.....	.....	.....
Oneida	State	113.93	5.73	108.20	89.94	15.28	2.98	95.25	79.34	13.81	2.10	12.95	10.60	1.47	0.88
	County	268	100.87	167.13	157.40	3.13	6.60	154	144.27	3.13	6.60	13.13	13.13	.....	.....
Onondaga	State	63.07	6.61	56.46	50.59	4.54	1.33	51.34	45.84	4.54	0.96	5.12	4.75	.....	0.37
	County	342	174.63	167.37	149.20	15.85	2.32	146.01	133.02	10.67	2.32	21.36	16.18	5.18	.....
Ontario	State	56.21	16.78	39.43	32.20	5.56	1.67	39.43	32.20	5.56	1.67	.....	.....	.....	.....
	County	119	11.87	107.13	99.34	7.79	.....	94.55	88.13	6.42	.....	12.58	11.21	1.37	.....
Orange	State	64.41	26.85	37.56	33.90	3.66	.....	32.36	28.79	3.57	.....	5.20	5.11	0.09	.....
	County	†189.36	0.0	189.36	184.05	5.31	.....	173.31	171.70	1.61	.....	16.05	12.35	3.70	.....
Orleans	State	54.84	24.88	29.96	24.55	5.41	.....	29.96	24.55	5.41	.....	.....	.....	.....	.....
	County	90	27.08	62.92	59.71	3.21	.....	61.60	59.71	1.89	.....	1.32	.....	1.32	.....
Oswego	State	85.34	14.09	71.25	55.51	8.67	7.07	65.62	49.88	8.67	7.07	5.63	5.63	.....	.....
	County	175	72.64	102.36	89.20	8.38	4.78	96	84.28	6.94	4.78	6.36	4.92	1.44	.....
Otsego	State	59.07	12.23	46.84	41.45	5.31	0.08	45.80	41.07	4.65	0.08	1.04	0.38	0.66	.....
	County	191	81.17	109.83	104.02	5.00	0.81	81.17	77.73	2.63	0.81	28.66	26.29	2.37	.....
Putnam	State	27.03	0.02	27.01	25.88	1.13	.....	27.01	25.88	1.13	.....	.....	.....	.....	.....
	County	54	19.16	34.84	34.42	0.42	.....	34.84	34.42	0.42	.....	.....	.....	.....	.....

Rensselaer	State	62.20	22.29	39.91	35.98	1.98	1.95	39.91	35.98	1.98	1.95				
	County	182	31.61	150.39	140.52	2.18	7.69	135.35	126.21	1.45	7.69	15.04	14.31	0.73	
Rockland	State	27.22	16.14	11.08	6.81	4.27		11.08	6.81	4.27					
	County	57	17.56	39.44	36.96	2.48		39.20	36.72	2.48		0.24	0.24		
	Special	15.36	0.0	15.36	15.36			15.36	15.36						
St. Lawrence	State	127.25	9.93	117.32	102.36	10.39	4.57	108.20	94.33	9.30	4.57	9.12	8.03	1.09	
	County	252	85.62	166.38	153.81	11.57	1.00	150.62	138.98	10.64	1.00	15.76*	14.83	0.93	
Saratoga	State	91.28	52.55	38.73	32.65	6.08		37.63	32.65	4.98		1.10		1.10	
	County	153	48.75	104.25	101.86	2.24	0.15	85.67	83.42	2.10	0.15	18.58	18.44	0.14	
Schenectady	State	26.23	2.25	23.98	21.81	2.17		18.36	16.19	2.17		5.62	5.62		
	County	80	15.24	64.76	63.30	0.20	1.26	58.43	56.97	0.20	1.26	6.33	6.33		
Schoharie	State	73.99	22.18	51.81	45.79	6.02		43.86	37.84	6.02		7.95	7.95		
	County	86	72.45	13.55	12.28	1.27		13.55	12.28	1.27					
Schuyler	State	65.19	35.98	29.21	22.22	6.99		13.82	7.25	6.57		15.39	14.97	0.42	
	County	53	29.73	23.27	21.11	2.16		20.26	18.10	2.16		3.01	3.01		
Seneca	State	59.34	28.63	30.71	26.29	4.42		30.71	26.29	4.42					
	County	66	28.50	37.50	34.81	2.69		30.48	28.04	2.44		7.02	6.77	0.25	
Steuben	State	152.38	34.05	118.33	101.20	15.44	1.69	112.57	95.44	15.44	1.69	5.76	5.76		
	County	206	126.41	79.59	75.75	3.84		64.60	60.76	3.84		14.99	14.99		
Suffolk	State	93.49	40.24	53.25	49.71	3.54		53.25	49.71	3.54					
	County	185	98.98	86.02	84.46	1.56		65.95	64.39	1.56		20.07	20.07		
Sullivan	State	89.20	42.55	46.65	42.47	4.18		38.04	35.11	2.93		8.61	7.36	1.25	
	County	123	71.94	51.06	51.06			30.45	30.45			20.61	20.61		
Tioga	State	56.08	14.90	41.18	35.18	6.00		41.18	35.18	6.00					
	County	92	56.02	35.98	34.10	1.88		24.48	22.86	1.62		11.50	11.24	0.26	
Tompkins	State	58.66	14.60	44.06	38.08	4.92	1.06	40.74	35.37	4.31	1.06	3.32	2.71	0.61	
	County	100	20.84	79.16	73.33	5.22	0.61	63.58	58.21	4.76	0.61	15.58	15.12	0.46	
Ulster	State	39.66	7.71	31.95	28.02	3.93		30.10	28.02	2.08		1.85		1.85	
	County	174	22.56	151.44	143.08	7.36	1.00	130.38	126.19	4.19		21.06	16.89	3.17	1.00
Warren	State	34.24	4.80	29.44	27.35	1.48	0.61	29.44	27.35	1.48	0.61				
	County	81	11.01	69.99	69.82	0.17		64.86	64.69	0.17		5.13	5.13		
Washington	State	55.71	25.54	30.17	22.05	8.12		30.17	22.05	8.12					
	County	109	35.72	73.28	68.10	5.18		58.23	54.48	3.75		15.05	13.62	1.43	
	Special	0.10	0.0	0.10	0.10			0.10	0.10						
Wayne	State	79.41	39.93	39.48	34.87	4.61		53.63	29.02	4.61		5.85	5.85		
	County	127	83.78	43.22	42.59	0.63		28.71	28.08	0.63		14.51	14.51		
Westchester	State	86.40	14.71	71.69	44.93	16.41	10.35	64.66	40.64	13.67	10.35	7.03	4.29	2.74	
	County	255	65.81	189.19	174.74	13.60	0.85	167.83	154.53	12.62	0.68	21.36	20.21	0.98	0.17
Wyoming	State	44.35	24.84	19.51	15.58	3.93		19.51	15.58	3.93					
	County	121	86.34	34.66	27.74	6.92		21.41	16.99	4.42		13.25	10.75	2.50	
Yates	State	28.49	4.52	23.97	20.74	3.23		23.56	20.33	3.23		0.41	0.41		
	County	64	42.32	21.68	19.82	1.86		12.05	10.70	1.35		9.63	9.12	0.51	
Totals	State	3,771.63	1,150.61	2,621.02	2,245.15	307.49	68.38	2,345.62	1,991.38	287.45	66.79	275.40	253.77	20.04	1.59
	County	8,515.53	3,153.39	5,362.14	5,010.59	271.89	79.66	4,526.84	4,228.38	224.03	74.43	835.30	782.21	47.86	5.23
	Special	40.21		40.21	39.06		1.15	40.21	39.06		1.15				
	Total	12,327.37	4,304.00	8,023.37	7,294.80	579.38	149.19	6,912.67	6,258.82	511.48	142.37	1,110.70	1,035.98	67.90	6.82

* Original allotment, 186. † Original allotment, 166.

SUMMARY OF APPENDIX C, SHOWING MILEAGES

ROUTE NO.	1	2	3	3A	4	4A	4B	5	5A	5B	5C
Albany			14.00							0.70	
Allegany					49.43		2.19				
Broome					44.00	16.58					
Cattaraugus					56.60						
Cayuga											
Chautauqua					39.39						
Chemung					28.77						
Chenango											
Clinton											
Columbia	51.24	29.76									
Cortland						16.00					
Delaware				12.90	39.52			56.39			
Dutchess	42.54	42.97									
Erie											
Essex											
Franklin											
Fulton											
Genesee											
Greene			27.62						38.17	13.90	3.95
Hamilton											
Herkimer								16.73			
Jefferson											
Lewis											
Livingston											
Madison											
Monroe											
Montgomery											
Nassau											
Niagara											
Oneida											
Onondaga											
Ontario											
Orange			23.12	6.89	41.93						
Orleans											
Oswego											
Otsego								35.07			
Putnam	15.11	12.64									
Rensselaer	13.23										
Rockland			27.88								
St. Lawrence											
Saratoga											
Schenectady											
Schoharie								3.01			
Schuyler											
Seneca											
Steuben					57.72		20.36				
Suffolk											
Sullivan				42.48	46.65						
Tioga					30.65						
Tompkins											
Ulster			41.88					39.02			
Warren											
Washington											
Wayne											
Westchester	43.99	42.32									
Wyoming											
Yates											
Route totals	166.11	127.69	134.50	62.27	434.61	32.58	22.55	150.22	38.17	14.60	3.95

OF STATE ROUTES, BY COUNTIES AND TOTALS

6	6A	7	7A	8	8A	9	10	11	12	13	14	15	16
9.30		25.67											
												2.58	30.24
		32.05		12.50									
17.59								23.10					
						19.52			9.20				
		15.73		46.47	1.40		27.39						
						30.13	41.64						
18.64													
28.62													8.39
26.31													
19.70												43.52	1.04
14.90				17.18		32.07					15.23	2.66	19.23
42.00													
24.93				12.08									
31.09							20.94						
32.36	4.52								17.91		30.94		
		51.70											
13.54			17.56										
		28.24	2.73						15.57	2.60			
14.77	10.40									16.15	42.00	18.63	
						7.50							
						29.66		16.76					
									3.43				
													28.23
									23.97	4.51			
293.75	14.92	153.40	20.29	88.23	1.40	118.88	89.97	39.86	70.08	23.26	88.17	67.39	87.21

SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

ROUTE NO.	17	18	19	20	21	22 south	22 north	22A	22B	22C	23
Albany											
Allegany											
Broome											
Cattaraugus	28.56										
Cayuga				12.09							
Chautuaqua		41.53									
Chemung											
Chenango											
Clinton							52.26				
Columbia					8.26						
Cortland											
Delaware											
Dutchess											
Erie	30.79	29.91	23.43								
Essex							66.26	17.32	17.67		
Franklin											
Fulton											
Genesee			10.62								
Greene											
Hamilton											38.54
Herkimer											20.57
Jefferson											
Lewis											
Livingston											
Madison											
Monroe				10.27							
Montgomery											
Nassau											
Niagara		26.22									
Oneida											31.64
Onondaga				3.84							
Ontario				1.10							
Orange											
Orleans											
Oswego											
Otsego											1.53
Putnam											
Rensselaer					28.09	28.93					
Rockland											
St. Lawrence											
Saratoga											
Schenectady											
Schoharie											
Schuyler											
Seneca				1.90							
Steuben											
Suffolk											
Sullivan											
Tioga											
Tompkins											
Ulster											
Warren							8.94			4.80	
Washington						70.70					
Wayne				40.12							
Westchester											
Wyoming			16.10								
Yates											
Route totals	59.35	97.66	50.15	69.32	36.35	99.63	127.46	17.32	17.67	4.80	92.28
						227.09					

ROUTES, BY COUNTIES AND TOTALS — *Continued*

23A	24	25	26	27	28	29	30	30 Spur No. 1	30 Spur No. 2	30A	31	32
		10.44										
							7.96					
							36.13					
		27.32					33.10				42.00	
	25.41											
	31.61	45.05										
14.85		21.43	30.53									
				54.91			53.90			16.56		
				34.97								
							37.09					
	2.43											
							46.19	14.18				
		41.98	4.59	8.61	39.77	12.69						
							29.91	3.70	21.27			
					18.53		48.36					
							67.76					60.28
		52.22										
		47.95										
							36.15					
							396.55	17.88	21.27			
14.85	59.45	246.39	35.12	98.49	58.30	12.69	435.70			16.56	42.00	60.28

SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

ROUTE NO.	33	34	35	36	37	37A	37B	38	38A	39	39A	39B	41
Albany													
Allegany													
Broome													
Cattaraugus													
Cayuga													
Chautauqua													
Chemung											7.86		
Chenango													
Clinton													
Columbia													
Cortland													
Delaware								5.10					
Dutchess													
Erie													
Essex													
Franklin													
Fulton					42.17								
Genesee													
Greene								2.00					
Hamilton													
Herkimer													
Jefferson													
Lewis													
Livingston													
Madison													
Monroe													
Montgomery													
Nassau			37.94										
Niagara													
Oneida													
Onondaga	11.54	11.19											
Ontario													
Orange												10.13	
Orleans													
Oswego	12.55	22.48											
Otsego													
Putnam													
Rensselaer													
Rockland												18.60	
St. Lawrence													
Saratoga					18.80	16.38	3.73			1.77			
Schenectady										6.35			
Schoharie								29.14	11.79				
Schuyler											2.43		
Seneca				31.35									
Steuben													
Suffolk			105.81										
Sullivan													
Tioga				18.47									
Tompkins				23.03							10.81		
Ulster													
Warren													
Washington													
Wayne													
Westchester													15.10
Wyoming													
Yates													
Route totals	24.09	33.67	143.75	72.85	60.97	16.38	3.73	36.24	11.79	8.12	21.10	28.73	15.10

ROUTES, BY COUNTIES AND TOTALS — *Concluded*

42	43	*43	45	46	Total miles in counties	MILES COMPLETED			Miles under contract	Approximate mileage to be built	County
						State	County	Town or corporation			
7.18	.....	.....	.....	.....	67.29	21.75	24.51	0.60	3.93	16.50	Albany
.....	.....	.....	.....	.....	84.44	53.80	0.00	1.23	13.82	15.59	Alle.
.....	.....	.....	.....	.....	105.14	42.75	25.65	6.21	0.00	30.53	Broome
.....	.....	.....	.....	.....	85.16	42.86	3.09	2.85	20.76	15.60	Catt.
.....	.....	.....	.....	.....	60.74	21.21	14.05	3.20	8.28	14.00	Cayuga
.....	.....	.....	.....	.....	80.87	40.90	1.03	3.69	0.79	34.46	Chau.
.....	.....	.....	.....	.....	65.35	26.40	19.86	1.40	8.26	9.43	Chem.
.....	.....	.....	.....	.....	90.99	46.70	9.30	0.75	1.89	32.35	Chen.
.....	.....	.....	.....	.....	88.39	55.37	14.11	2.12	3.79	13.00	Clinton
.....	.....	.....	.....	.....	89.26	32.50	16.84	0.00	5.02	34.90	Colum.
.....	.....	.....	.....	.....	87.77	22.32	26.87	4.36	0.00	34.22	Cort.
.....	.....	.....	.....	.....	113.91	91.53	8.28	0.00	0.00	14.10	Del.
.....	.....	.....	.....	.....	85.51	41.54	26.01	3.29	13.76	0.91	Dutch.
.....	.....	.....	.....	.....	102.77	36.66	41.26	0.21	5.19	19.45	Erie
.....	.....	.....	.....	.....	128.57	100.74	16.13	0.00	0.00	11.70	Essex
.....	.....	.....	.....	.....	75.10	25.05	4.51	15.89	12.35	17.30	Frank.
.....	.....	.....	.....	.....	67.58	10.29	23.21	7.62	0.00	26.46	Fulton
.....	.....	.....	.....	.....	47.63	23.86	5.58	3.45	4.53	10.21	Genesee
.....	.....	.....	.....	.....	85.64	38.22	13.04	0.58	8.95	24.85	Greene
.....	.....	.....	.....	.....	115.20	22.88	7.18	0.00	7.17	77.97	Hamil.
.....	.....	.....	.....	.....	130.42	35.49	32.22	4.15	11.50	47.06	Herk.
.....	.....	.....	.....	.....	125.37	74.89	18.52	5.55	9.08	17.33	Jeffers.
.....	.....	.....	.....	.....	34.97	34.97	0.00	0.00	0.00	0.00	Lewis
.....	16.68	.....	.....	.....	64.15	37.20	5.84	0.00	13.50	7.61	Mad.
.....	.....	.....	.....	.....	80.94	41.82	2.13	0.00	7.69	29.30	Livings.
.....	.....	.....	.....	.....	84.53	29.91	35.74	6.79	7.31	4.78	Monroe
.....	.....	.....	.....	.....	44.43	25.49	5.94	3.25	0.00	9.75	Mont.
.....	.....	.....	.....	.....	37.94	7.33	6.16	20.08	1.57	2.80	Nassau
.....	.....	.....	.....	.....	86.59	59.47	4.90	11.11	5.07	6.04	Niagara
.....	.....	.....	.....	.....	176.29	96.33	50.93	11.46	11.90	5.67	Oneida
.....	.....	.....	.....	.....	78.60	51.34	7.70	7.85	5.12	6.59	Onon.
.....	.....	.....	.....	.....	86.83	39.43	27.82	2.80	0.00	16.78	Ontario
.....	.....	.....	.....	.....	82.07	32.37	11.78	5.86	5.20	26.86	Orange
.....	.....	.....	.....	.....	54.88	29.96	0.00	0.00	0.00	24.92	Orleans
.....	.....	.....	.....	.....	101.92	65.26	14.82	1.81	5.99	14.04	Oswego
.....	.....	.....	.....	.....	88.30	45.80	26.82	2.39	1.44	11.85	Otsego
.....	.....	.....	.....	.....	27.75	27.02	0.73	0.00	0.00	0.00	Putnam
27.90	.....	.....	.....	.....	98.15	39.92	32.20	3.68	0.00	22.35	Renss.
.....	.....	.....	.....	.....	46.48	11.08	13.33	5.92	0.00	16.15	Rock.
.....	.....	.....	.....	.....	128.04	108.20	0.60	0.20	9.12	9.92	St. Law.
.....	.....	15.23	.....	.....	108.13	37.63	13.41	3.53	1.10	52.46	Sara.
7.33	.....	.....	.....	.....	44.78	18.36	12.91	5.64	5.62	2.25	Schen.
.....	.....	.....	.....	.....	74.91	43.86	0.00	1.00	7.95	22.10	Scho.
.....	.....	.....	12.20	32.38	65.18	13.82	0.00	0.00	16.16	35.20	Schuy.
.....	.....	.....	11.01	.....	69.43	30.71	10.06	0.03	0.00	28.63	Seneca
.....	.....	.....	.....	6.96	161.82	112.57	5.78	3.71	5.76	34.00	Steuben
.....	.....	.....	.....	.....	105.81	53.25	12.34	0.00	0.00	40.22	Suffolk
.....	.....	.....	.....	.....	89.13	38.04	0.00	0.00	8.61	42.48	Sullivan
.....	.....	.....	.....	.....	56.62	41.18	0.00	0.34	0.00	15.10	Tioga
.....	.....	.....	.....	3.32	83.58	40.73	20.14	4.78	3.32	14.61	Tomp.
.....	.....	.....	.....	.....	80.90	30.10	35.23	6.25	1.95	7.37	Ulster
.....	.....	.....	.....	.....	61.69	29.44	26.35	1.10	0.00	4.80	Warren
.....	.....	.....	.....	.....	70.70	30.43	15.30	0.00	0.00	24.97	Wash.
.....	.....	.....	.....	.....	79.70	33.63	0.00	0.30	5.85	39.92	Wayne
.....	.....	.....	.....	.....	101.41	64.67	7.11	7.91	7.03	14.69	West.
.....	.....	.....	.....	.....	44.36	19.51	0.00	0.00	0.00	24.85	Wyom.
.....	.....	.....	.....	.....	28.48	23.56	0.00	0.00	0.41	4.51	Yates
42.41	16.68	15.23	23.21	42.66	4,712.59	2,352.10	757.32	184.94	276.74	1,141.49	

APPENDIX "D" SUMMARIES

Mileages of Highways Under Contract December 31, 1917

Div. No.	Contract Year	Type Mileages					Total mileage
		W. B.	Bit. mac.	Brick	F. Con.	Misc.	
1	1915	14.11	32.12	.....	10.50	.....	56.73
	1916	16.14	55.65	0.17	24.45	.....	96.41
	1917	1.32	17.80	1.03	11.96	5.73	37.84
	Total, division 1	31.57	105.57	1.20	46.91	5.73	190.98
2	1915	14.68	.....	.....	.....	.....	14.68
	1916	41.16	22.30	1.98	10.67	.....	76.11
	1917	2.93	5.95	.....	.....	.....	8.88
	Total, division 2	58.77	28.25	1.98	10.67	.....	99.67
3	1915	.....	16.91	.....	.....	.....	16.91
	1916	.....	55.91	0.67	6.94	.....	63.52
	1917	.....	14.85	.....	9.20	.....	24.05
	Total, division 3	.....	87.67	0.67	16.14	.....	104.48
4	1914	12.53	.....	.....	.....	.....	12.53
	1915	48.42	.....	.....	.....	.....	48.42
	1916	44.86	1.10	.....	.....	0.71	46.77
	1917	12.75	.....	.....	1.28	1.74	15.77
	Total, division 4	118.56	1.10	.....	1.28	2.45	123.39
5	1914	.....	8.18	.....	.....	.....	8.18
	1915	0.59	14.22	.....	.....	.....	14.81
	1916	47.30	31.61	.....	.....	1.76	80.67
	1917	9.13	17.13	.....	.....	.....	26.26
	Total, division 5	57.02	71.14	.....	.....	1.76	129.92
6	1915	.....	22.34	1.07	0.20	0.74	24.35
	1916	23.46	6.36	0.37	34.14	.....	64.33
	1917	9.73	5.63	.....	.....	.....	15.36
	Total, division 6	33.19	34.33	1.44	34.34	0.74	104.04
7	1915	32.15	.....	.....	.....	.....	32.15
	1916	62.88	.....	1.08	2.59	0.24	66.79
	1917	3.28	.....	.....	1.28	.....	4.56
	Total, division 7	98.31	.....	1.08	3.87	0.24	103.50
8	1914	6.34	.....	.....	4.75	7.85	18.94
	1915	26.00	7.29	.....	.....	.....	33.29
	1916	53.56	12.43	1.35	.....	.....	67.34
	Total, division 8	85.90	19.72	1.35	4.75	7.85	119.57
9	1911	.....	10.30	.....	.....	.....	10.30
	1915	14.33	.....	5.77	17.30	.....	37.40
	1916	16.69	.....	4.61	44.76	.....	66.06
	1917	11.55	.....	.....	9.84	.....	21.39
	Total, division 9	42.57	10.30	10.38	71.90	.....	135.15
	Grand totals	525.89	358.08	18.10	189.86	18.77	1,110.70
	1911	.....	10.30	.....	.....	.....	10.30
	1914	18.87	8.18	.....	4.75	7.85	39.65
	1915	150.28	92.88	6.84	28.00	0.74	278.74
	1916	306.05	185.36	10.23	123.55	2.71	627.90
	1917	50.69	61.36	1.03	33.56	7.47	154.11
		525.89	358.08	18.10	189.86	18.77	1,110 70

Mileages of Highways Accepted During 1917

Div. No.	Contract Year	Type Mileages					Total mileage
		W. B.	Bit. mac.	Brick	F. Con.	Misc.	
1	1914	.....	16.33	.....	.....	.....	16.33
	1915	15.18	19.59	.....	2.68	.....	37.45
	1916	8.99	8.23	0.25	1.53	0.21	19.21
	Total, division 1	24.17	44.15	0.25	4.21	0.21	72.99
2	1914	.....	6.77	.....	.....	.....	6.77
	1915	18.08	.....	.....	.....	.....	18.08
	1916	14.53	1.76	0.88	.....	.....	17.17
	1917	0.12	.....	.....	.....	.....	0.12
	Total, division 2	32.73	8.53	0.88	.....	.....	42.14
3	1915	.....	20.28	0.52	.....	.....	20.80
	1916	.....	0.44	.....	.....	.....	0.44
	Total, division 3	.....	20.72	0.52	.....	.....	21.24
4	1914	13.73	.....	.....	.....	.....	13.73
	1915	27.46	.....	.....	.....	.....	27.46
	1916	0.91	.....	.....	.....	.....	0.91
	1917	.....	.....	.....	.....	0.53	0.53
	Total, division 4	42.10	.....	.....	.....	0.53	42.63
5	1914	.....	7.21	.....	.....	.....	7.21
	1915	.....	19.18	0.91	.....	.....	20.09
	1916	2.91	16.42	.....	.....	.....	19.33
	Total, division 5	2.91	42.81	0.91	.....	.....	46.63
6	1914	.....	8.73	.....	.....	.....	8.73
	1915	7.44	1.31	0.59	1.33	.....	10.67
	1916	5.28	8.78	0.36	2.40	.....	16.82
	1917	.....	.....	0.05	.....	.....	0.05
	Total, division 6	12.72	18.82	1.00	3.73	.....	36.27
7	1914	.....	.....	.....	8.91	.....	8.91
	1915	11.42	2.12	.....	.....	0.75	14.29
	1916	7.26	.....	.....	1.66	.....	8.92
	1917	.....	.....	.....	1.86	.....	1.86
	Total, division 7	18.68	2.12	.....	12.43	0.75	33.98
8	1915	14.86	16.55	1.34	.....	.....	32.75
	1916	11.81	4.70	0.44	.....	.....	16.95
	Total, division 8	26.67	21.25	1.78	.....	.....	49.70
9	1911	5.40	.....	.....	.....	.....	5.40
	1914	0.13	.....	1.47	23.06	0.15	24.81
	1915	5.32	.....	5.87	17.85	.....	29.04
	1916	.....	5.13	0.06	.....	.....	5.19
	Total, division 9	10.95	5.13	7.40	40.91	0.15	64.44
	Grand totals	170.83	163.53	12.74	61.28	1.64	410.02
	1911	5.40	.....	.....	.....	.....	5.40
	1914	13.86	39.04	1.47	31.97	0.15	86.49
	1915	99.76	79.03	9.23	21.86	0.75	210.63
	1916	51.69	45.46	1.99	5.59	0.21	104.94
	1917	0.12	.....	0.05	1.86	0.53	2.56
	Grand totals	170.83	163.53	12.74	61.28	1.64	410.02

Total Mileage of Contracts Awarded During 1917

	Type Mileages					Total mileage
	W. B.	Bit. mac.	Brick	F. Con.	Misc.	
New contracts	34.08	41.53	0.05	9.00	7.30	91.96
Forfeited	16.73	19.83	1.03	26.42	0.70	64.71
	50.81	61.36	1.08	35.42	8.00	156.67

APPENDIX G

TABLE

SHOWING STATUS OF

REPAIR CONTRACTS

UPON WHICH WORK WAS PERFORMED DURING 1917

DECEMBER 31, 1917

STATUS OF REPAIR CONTRACTS AWARDED PREVIOUS TO 1917

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
John F. Lewis[1]	4/26/15	707	259	7.34	Clinton	Bit. mac. pen. method resurf.	$1,904 99	$30,435 00	—$2,159 05	$30,180 94	$4,111 84	100
John F. Lewis[2]	6/ 7/15	771	1017, 5011, 5184, 5235	15.05	Essex	Bit. mac. H. C. T. & C. O.	335 60	4,819 25	—3,074 52	2,080 33		
Gleason & Davitt	6/ 9/15	777	981, 5196	2.34	Rensselaer	Bit. mat. surf. treat.	342 79	5,158 50	—210 80	5,290 49	2,260 89	100
John W. Flynn	6/ 9/15	785	192, 198, 566	7.97	Albany	W. B. mac. resurf.	2,399 83	36,495 95	+184 13	39,079 91	4,903 37	100
William J. Morrissey	7/13/15	793	241	3.09	Saratoga	Bit. mac. pen. meth. resurf.	1,364 36	13,497 70	—1,708 69	13,153 37	4,256 75	100
Phelan & Sullivan[3]	10/28/16	797	462	8.78	Herkimer	W. B. mac. resurf. and widening		11,440 70				68
Kingsbury & Ryan	7/12/15	799	421, 902	0.31	Broome	Retaining walls	318 36	4,454 80	—257 34	4,515 82	14,567 16	100
Malloy & Murray Contracting Co.	8/27/15	838	503	6.00	Westchester	Asph. block, brick and 3" bit. mac. resurf.	5,319 72	96,243 40	—7,939 84	93,623 28	15,603 88	100
Jackson Bros.[4]	8/30/15	843	5223	8.54	Sullivan	2½" bit. mac. resurf.		42,867 40				72
Evergreen Construction Co.[5]	8/30/15	845	436	2.50	Nassau	2" bit. mac. resurf.	919 47	8,366 95	+4,729 78	14,016 20	5,596 50	100
Olin T. Benedict[6]	4/29/16	864	285, 439	7.40	Rensselaer	Bit. mat. A. surf. treat.		19,159 96				
John B. Dower	6/27/16	870	287	4.34	Rensselaer	3" W. B. mac. resurf.	1,306 28	33,665 00	—2,573 39	32,397 89	7,464 95	100
Joseph Walker Construction Co.	5/ 3/16	881	31, 118, 141, 307, 308	19.05	Ulster	L. H. O., T. C. A. and T. H. A. surf. treat.	367 75	12,676 98	—5,168 92	7,875 81	413 43	100
John P. Dugan & Co., Inc.	5/12/16	883	33, 109, 110, 247, 361, 362, 541, 542, 544, 5554	35.28	Fulton	H. C. T. C. A. surf. treat.	477 49	12,309 64	—666 07	12,121 06	343 56	100
Kennedy Construction Co.	5/ 8/16	886	754, 903, 904, 905, 1200, 1292, 5253-C, 5253-D, 5254, 5255, 5348-B, 5352-B	39.44	Steuben	Bit. mat. T. and L. H. O. surf. treat.	642 34	26,518 22	—6,445 70	20,714 86	525 22	100

[1] Contract cancelled and relet to R. A. Kelton for the bonding company.
[2] Cancelled portion of R. C. 771.
[3] Original contract let July 14, 1915, to Daniel B. Donovan, was cancelled and relet to Phelan & Sullivan.
[4] Contract awarded to George Mesler and assigned to Jackson Bros.
[5] Contract awarded to The Evergreen Construction Co. cancelled and relet to William J. Kidd, who made an assignment to Alliegro & Marrazzi. Was recancelled and completed by department forces.
[6] Contract cancelled.

STATUS OF REPAIR CONTRACTS AWARDED PREVIOUS TO 1917—*Continued*

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Joseph Walker Construction Co	5/ 3/16	895	827, 1230	10.13	Columbia	Bit. mat. T. surf. treat	$379 09	$3,568 96	—$58 01	$3,890 04	$384 01	100
Gleason & Davitt	5/ 3/16	900	11, 26	1.73	Rensselaer	2″ bit. mac. resurf.	1,066 65	10,092 10	—2,435 34	8,723 41	5,042 43	100
W. L. Lawton	6/ 6/16	910	177	3.86	Albany	3″ W. B. ad 2″ bit. mac. resurf.	935 61	24,439 16	—1,778 64	23,596 13	6,113 00	100
Rumpf & Stevens	5/10/16	912	723	4.77	Washington	W. B. mac. resurf.	2,286 15	25,973 10	—1,628 91	26,630 34	5,582 88	100
F. H. Wells	5/ 9/16	915	321, 323, 860, 919, 992, 993, 5017, 5087, 5089, 5127, 5290	42.53	Seneca and Wayne	Bit. mat. T. and L. H. O. surf. treat	.....	16,393 30	+127 96	.....	.....	46
F. H. Wells	5/11/16	916	74, 76, 132, 487, 553, 554, 555, 556, 557, 897, 1041, 1042, 121, 122, 5016, 5080, 5143, 5365	65.07	Onondaga	Bit. mat. T. and I. H. O. surf treat	883 20	29,001 15	—12,239 36	17,644 99	271 17	100
Brown & Lowe Co	5/ 3/16	917	5110	5.31	Schenectady	2″ bit mac resurf.	765 75	27,749 10	+3,019 45	31,534 30	5,938 66	100
Edward F. Monahan	6/10/16	925	5112	2.14	Suffolk	2½″ bit mac resurf.	331 76	13,886 40	+124 10	14,342 26	6,702 00	100
Department forces [7]	5/12/16	930	9005	7.30	Rockland	2½″ bit mac resurf	.....	25,716 55	.....	.....	.....	100
Richard Hopkins	8/ 8/16	941	982	5.77	Delaware	Bit mat A. heavy surf. treat	1,043 54	21,070 80	—463 26	21,651 08	3,752 35	100
D. I. Snell & Co. [8]	10/28/16	942	120	4.14	Montgomery	Bit. mat. A. surf. treat	1,177 35	6,606 85	+7,538 42	15,322 62	3,701 11	100
Burnham & Rose	7/12/16	945	362	0.59	Fulton	Bit. mat. A. resurf.	384 94	3,814 80	+504 09	4,703 83	7,972 59	100
Gleason & Davitt	6/ 8/16	951	5086	5.02	Schoharie	Bit. mat. A. resurf.	.....	25,856 50	.....	.....	.....	73
Nathan E. Young	6/ 6/16	952	700, 795	4.95	Sullivan	Bit. mat. A. resurf.	603 27	29,964 20	—56 56	30,004 91	6,061 60	100
Franklin Co	7/ 4/16	953	598	2.25	Chenango	Bit. mat. A. resurf.	.....	9,977 60	.....	.....	.....	50
Whitmore, Rauber & Vicinus	6/ 9/16	957	100, 101	0.84	Monroe	Brick pavement resurf.	1,816 92	35,108 00	—917 95	36,006 97	42,865 43	100
Federal Pavement Corp	8/10/16	959	36	1.57	Delaware	Bit. mac. mixed method resurf.	.....	35,621 55	.....	.....	.....	60
Schroeder-Hicks Contracting Co	7/ 3/16	960	5302	0.57	Livingston	Amiesite resurf.	450 72	4,804 50	+590 89	5,846 11	10,256 33	100
John H. Weidman [9]	6/27/16	961	5274	6.22	Onondaga	Bit. mat. T. heavy surf. treat	297 41	9,308 02	+783 38	10,388 81	1,670 23	100
W. F. Hill & Co	6/28/16	964	614	2.76	Cayuga	Bit. mat. A. resurf.	918 01	17,305 54	+808 05	19,031 60	6,895 51	100
Department forces [10]	7/ 3/16	966	672	3.30	Onondaga	Bit. mat. A. resurf.	578 02	13,102 20	+7,661 82	21,342 04	6,467 28	100
Frank L. Cohen	7/17/16	969	23, 129	2.48	Erie	Concrete pavement resurf.	1,709 85	26,595 00	—930 74	27,374 11	11,037 95	100

Phelan & Sullivan	6/13/16	970	462	9.91	Herkimer	2½" bit. mac. resurf.		49,086 80					68
Richard Hopkins[11]	7/11/16	971	20, 35, 1015, 51, 865	15.12	Westchester	Bit. mat. A. and T. heavy surf. treat.; bit. mat. L. C. O. surf. treat	1,094 65	23,429 03	—121 64	24,402 04	1,613 89	100	
Harry W. Roberts & Co	6/27/16	975	250	4.74	Oneida	Bit. mac. pen. method and mixed method resurf.	1,679 60	35,966 95	+16,187 28	53,833 83	11,357 35	100	
Nathan E. Young[12]	6/27/16	977	700	2.65	Sullivan	3" bit. mac. resurf.	428 85	14,963 50	—61 12	15,331 23	5,785 37	100	
H. A. Murphy	7/11/16	978	345	4.66	Montgomery	Bit. mat. A. heavy surf. treat	874 79	10,099 00	+2,218 57	13,192 36	2,830 98	100	
Gifford Construction Co	6/28/16	981	201	3.11	Rensselaer	W. B. mac. resurf.	842 29	12,845 07	—515 12	13,172 24	4,235 45	100	
Joseph Walker Construction Co	7/18/16	985	118	0.78	Ulster	3" bit. mac. resurf.	251 89	5,659 50	+193 60	6,104 99	7,826 91	100	
Whitmore, Rauber & Vicitius, Inc	7/18/16	987	253	0.79	Monroe	Brick pavement resurf.	1,327 70	25,917 50	—2,134 99	25,110 21	31,785 08	100	
Samuel Beskin	7/14/16	988	657	5.04	Westchester	Concrete pavement resurf.	1,191 58	55,059 80	+1,490 87	57,742 25	11,456 83	100	
Richard Hopkins	8/ 8/16	992	523, 524	9.40	Erie	Bit. mat. A. heavy surf. treat	1,515 93	58,465 00	+1,894 85	61,875 78	6,582 53	100	
Harry W. Roberts & Co	8/17/16	993	100	1.50	Monroe	2½" bit. mac. mixed method resurf.	606 88	14,327 40	+1,057 45	15,991 73	10,661 15	100	
Connors & Gallavan	8/10/16	994	146, 207	1.95	Ontario	2½" bit. mac. pen. method resurf.	983 46	11,163 00	—65 10	12,081 36	6,195 57	100	
McGreevy, McGuigan & Baum Construction Co	8/10/16	995	591	2.76	Cayuga	3" bit. mac. pen. method resurf.	693 93	24,013 63	—2,034 39	22,673 17	8,214 92	100	
Jacob Stem	8/10/16	996	64	1.84	Orange	Concrete pavement resurf.	1,955 98	23,506 50	+127 96	25,590 44	13,907 85	100	
Defiance Corp	8/10/16	997	756, 5186, 5187, 5188	23.36	Essex	Bit. mat. L. H. O. surf. treat	206 99	8,780 80	+136 96	9,124 75	390 61	100	
J. H. Weidman	9/25/16	999	1039	2.61	Onondaga	2" bit. mac. pen. method resurf.	599 41	11,565 25	+2,173 69	14,338 35	5,493 62	100	
Sherman Contracting Co., Inc	9/25/16	1001	125	0.48	Broome	Concrete pavement resurf.	1,196 61	15,237 00	—680 18	15,753 43	32,819 65	100	
McGreevy, McGuigan & Baum Construction Co	8/10/16	1002	1043	1.40	Onondaga	2½" bit. mac. pen. method resurf.	190 80	9,938 05	+336 43	10,465 28	7,475 20	100	
Nash & Griffin	8/12/16	1003	377	0.42	Cortland	Concrete pavement resurf.		4,942 10					
McGreevy, McGuigan & Baum Construction Co	8/11/16	1004	76	1.00	Onondaga	3" bit. mac. pen. method resurf.	199 48	7,039 50	—129 61	7,109 37	7,109 37	100	
Department forces[13]	9/25/16	1005	177, 178, 192, 198, 365, 366, 367, 1220, 5501	36.20	Albany	Bit. mat. T. C. A. surf. treat	564 34	11,710 30					100
Amos D. Bridge's Sons, Inc	10/31/16	1006	569	0.99	Putnam	3" bit. mac. pen. method resurf.	615 80	8,830 50	+993 98	10,440 28	10,545 74	100	

[7] Contract awarded to John F. Gallagher & Co., Inc. cancelled and completed by department forces.
[8] Contract awarded to F. J. Herlihy, cancelled and relet to D. I. Snell & Co.
[9] Awarded to John R. Burchill, assigned to John H. Weidman.
[10] Contract awarded to Charles E. Haney, cancelled and completed by department forces.
[11] Contract awarded to H. A. Murphy, assigned to Richard Hopkins.
[12] Contract awarded to Jackson Bros., assigned to Nathan E. Young.
[13] Contract awarded to Thomas J. Martin, cancelled and completed by department forces.

STATUS OF REPAIR CONTRACTS AWARDED DURING 1917

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
John P. Dugan & Co., Inc:	4/11/17	1007	304	5.64	Montgomery	3″ bit. mac. pen. method resurf		$37,076 98				62
Flood & Van Wirt Co	4/17/17	1008	478	3.21	Rensselaer	3″ bit. mac. pen. method resurf	$768 87	26,431 00	—$2,751 53	$24,448 34	$7,616 30	100
John P. Dugan & Co., Inc	4/11/17	1009	110, 247	3.72	Fulton	3″ bit. mac. pen. method resurf		25,908 20				
John P. Dugan & Co., Inc	4/16/17	1010	299	2.74	Montgomery	3″ W. B. mac. resurf	613 75	14,426 85	+1,572 25	16,612 85	6,063 03	100
The Defiance Corp	4/ 7/17	1011	285, 439	6.18	Rensselaer	3″ bit. mac. pen. method resurf	807 88	46,640 00	+3,919 05	51,366 93	8,311 80	100
The Sewage Disposal and Water Plant Co	4/12/17	1012	41	0.90	Albany	Concrete pavement reconstruction		13,887 00				52
The Sewage Disposal and Water Plant Co	4/12/17	1013	5010	0.91	Albany	Concrete pavement reconstruction	731 32	15,613 10	+911 45	17,255 87	18,962 50	100
Belmar Contracting Co., Inc	4/12/17	1014	1115	0.95	Rensselaer	Concrete pavement reconstruction	506 80	15,460 25	—108 52	15,858 53	16,693 19	100
J. J. Malloy	4/ 7/17	1015	788	3.11	Schenectady	2″ bit. mac. pen. method resurf		28,688 25				74
T. F. Shaughnessy	4/ 7/17	1016	119, Part 2	2.26	Albany	Concrete pavement reconstruction		35,660 92				76
W. L. Lawton	4/11/17	1017	536	3.81	Rensselaer	3″ bit. mac. pen. method resurf	685 95	32,407 00	+149 33	33,242 28	8,725 01	100
Herbert W. Fearl	7/11/17	1018	85, 720, 720-A, 1080, 1224	8.94	Washington	Bit. mat. T. and L. H. O. surf. treat	78 10	3,945 95	+94 54	4,118 59	460 69	100
Harris & Griffin	4/12/17	1019	1215, 1234, 5444, 5458	23.67	Schoharie	Bit. mat. T., L. C. O. and L. H. O. surf. treat	43.11	10,070 85	+249 61	10,363 57	437 83	100
Griffin & Griffin	4/ 7/17	1020	112, 225, 598, 665, 705, 806, 5414	30.32	Chenango	Bit. mat. T., L. C. O. and L. H. O. surf. treat	404 63	8,589 45	—65 03	8,929 05	294 49	100
Paddelford & King	4/ 7/17	1021	834, 1241	7.74	Broome	Bit. mat. T., C. A. and L. C. O. surf. treat	78 11	2,957 85	—241 74	2,794 22	361 01	100

The Atlantic Ref. Co.	4/11/17	1022	72, 336, 338, 606, 999, 1232, 5213, 5215, 5256, 5471, 5474.	45.09	Schuyler, Tioga and Tompkins	Bit. mat. L. H. O. surf. treat.		18,961 57				67
Edgecomb Bros., Inc.	4/13/17	1023	217.	0.97	Delaware	3″ bit. mac. pen. method resurf.	272 55	8,277 50	—447 50	8,102 55	8,384 07	100
Thomas D. Carter	4/12/17	1024	664.	2.40	Chenango	3″ bit. mac.		20,153 00				17
Pathfinder Construction Co.	4/ 7/17	1025	186, 1148, 1164, 1225, 1226, 5427.	30.07	Jefferson	Bit. mat. T. C. A. surf. treat.	874 51	9,149 30	—31 89	9,991 92	332 29	100
Pathfinder Construction Co.	4/11/17	1026	5327, 5332.	21.12	Lewis	Bit. mat. L. C. O. surf. treat.	406 36	7,172 45	—14 39	7,564 42	358 16	100
Herbert W. Fearl	4/14/17	1027	884, 1126.	11.46	Franklin and St. Lawrence	Bit. mat. L. C. O. surf. treat.	371 43	3,988 80	—452 78	3,907 45	340 96	100
Atlantic Ref. Co.	4/11/17	1028	28, 357, 725, 1310, 5218, 1205, 1210, 888, 5207.	33.56	Chemung and Yates	Bit. mat. T. and L. H. O. surf. treat.	388 65	10,331 37	+5,997 43	16,717 45	498 14	100
Harris & Griffin	4/12/17	1029	315, 677, 678, 781, 934, 1303.	17.58	Otsego	Bit. mat. T., L. C. O. and L. H. O. surf. treat.	51 98	5,842 94	+72 80	5,967 72	339 46	100
Harris & Griffin	4/17/17	1030	936, 5240, 5247, 5455, 5443.	31.68	Otsego and Delaware	Bit. mat. T., L. C. O. and L. H. O. surf treat.	579 48	9,439 15	+104 07	10,122 70	319 53	100
Joseph Walker	4/16/17	1031	219.	0.68	Otsego	W. B. mac. res. and bit. mat. T.	72 47	4,260 10	—632 74	3,699 83	5,440 93	100
Paddelford & King	4/17/17	1032	596, 596-A.	3.67	Chenango	W. B. mac. res. and bit. mat. T.	503 86	20,236 00	—343 30	20,396 53	5,557 64	100
Charles E. Haney	4/12/17	1033	487.	3.66	Onondaga	3″ bit. mac. pen. method resurf.	921 50	29,645 30	+22 52	30,589 32	8,357 74	100
Dana W. Robbins, Inc.	7/11/17	1034	528.	0.81	Seneca	2″ amiesite resurf.	308 86	9,403 25	—140 50	9,571 61	11,816 80	100
Nathan E. Young	4/14/17	1035	699.	3.07	Sullivan	3″ bit. mac. pen. method resurf.	501 91	25,783 80	—835 93	25,449 78	8,289 83	100
Dale Engineering Co.	4/11/17	1036	1070.	0.42	Onondaga	2″ amiesite resurf.		4,171 50				
McGreevy, McGuigan & Baum Construction Co.	4/ 7/17	1037	380, 381.	7.11	Cortland	2½″ bit. mac. pen. method resurf.		40,593 00				14
Phelan & Sullivan[14]	4/ 7/17	1038	672.	3.11	Onondaga	2½″ bit. mac. pen. method resurf.	243 90	22,876 00	—1,410 92	21,708 98	6,990 00	100
F. A. Biggi	4/ 7/17	1039	292, 486.	4.37	Onondaga	2½″ bit. mac. pen. method resurf.	876 89	32,132 00	—449 88	32,559 01	7,450 57	100

[14] Contract awarded to F. A. Biggi, assigned to Phelan & Sullivan.

STATUS OF REPAIR CONTRACTS AWARDED DURING 1917—*Continued*

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Department forces[15]	6/ 1/17	1040	684	1.18	Cayuga	2½″ bit. mac. pen. method resurf.	$424 37	$10,665 75	—$239 45	$10,850 67	$9,195 42	100
Frank T. Murray	4/17/17	1041	919	3.87	Wayne	2½″ bit. mac. pen. method resurf.	366 15	22,218 00	—1,415 88	21,168 27	5,469 84	100
Kennedy Construction Co	4/12/17	1042	5502, 1101, 1102, 1104, 5253-C, 5255, 5352-A, 5254, 5224	43.34	Allegany and Steuben	Bit. mat. T. and L. H. O. surf. treat.	672 52	18,011 50	+2,463 86	21,147 88	487 95	100
Wing & Munger	4/16/17	1043	387	5.80	Orleans	W. B. mac. resurf.	1,087 12	27,575 69	—853 31	28,662 81	4,941 86	100
Greece Construction Co	5/29/17	1044	390	2.80	Orleans	2½″ bit. mac. pen. method resurf.	.....	15,300 00	.....	.....	.....	2.5
Richard Hopkins	6/11/17	1045	5205	3.12	Saratoga	Bit. mac. pen. method resurf.	.....	37,890 00	.....	.....	.....	8
Lane Construction Corp	7/11/17	1046	744	3.77	Essex	3″ bit. mac. pen. method resurf.	.....	29,863 95	.....	.....	.....	16
Spellman-Oliver Co	5/ 3/17	1047	533	4.34	Clinton	2″ bit. mac. pen. method resurf.	.....	25,195 00	.....	.....	.....	87
Harry W. Roberts & Co	4/12/17	1048	5302	2.39	Livingston	Bit. mac. pen. method and mixed method resurf.	630 19	23,119 00	—830 45	22,918 74	9,589 43	100
Frank T. Murray	4/17/17	1049	482	2.23	Livingston	2½″ bit. mac. pen. method resurf.	389 60	15,260 00	—1,528 68	14,120 92	6,332 25	100
Harry W. Roberts & Co	4/ 7/17	1050	100	1.56	Monroe	Bit. mac. mixed method resurf.	298 33	16,214 50	—133 22	16,379 61	10,500 00	100
Samuel Beskin	4/13/17	1052	5173	4.96	Ulster	Bit. mac. pen. method resurf.	1,260 70	32,214 15	+1,288 36	34,763 21	7,008 71	100
Edward F. Monahan	4/14/17	1053	547, 5106	1.24	Nassau	3″ bit. mac. pen. method resurf.	821 00	11,821 19	—7 18	12,635 01	10,189 52	100
Dale Engineering Co	4/13/17	1054	907, 5351	4.72	Steuben	2½″ bit. mac. pen. method resurf.	644 33	25,941 52	—146 00	26,439 85	5,601 66	100
Frank T. Murray	4/17/17	1055	5323	2.00	Yates	2½″ bit. mac. pen. method resurf.	288 99	11,450 53	—57 15	11,682 37	5,841 19	100
Greenfield Construction Co	4/ 9/17	1056	5043	2.59	Tompkins	2½″ bit. mac. pen. method resurf.	272 88	16,334 60	—390 95	16,216 53	6,261 21	100
Holleran Bros	4/12/17	1057	5208	1.48	Schuyler	2½″ bit. mac. pen. method resurf.	.....	10,240 91	.....	.....	.....	0
DeGraff & Hogeboom, Inc	4/11/17	1058	231	3.38	Ulster	Bit. mac. pen. method reconstruction	1,067 35	31,375 80	—569 55	31,873 60	9,430 06	100

Dana W. Robbins, Inc.	4/14/17	1059	162, 220, 316, 708, 784	5.90	Otsego	Bit. mat. A. heavy surf. treat		19,911 50				80
Department forces[16]		1060	797, 998	9.69	Greene	Bit. mat. A. & L. C. O. surf. treat						....
Sweeney & Boland	4/12/17	1062	714, 715, 853, 854, 1247, 1248, 1268, 1284, 5410, 5538, 1339, 586, 5145-A, 5398	44.42	Genesee, Livingston, Monroe and Wyoming	Bit. mat. T. surf. treat	1,107 13	13,870 45	+297 06	15,274 64	343 87	100
S. B. Van Wagonen, Inc.	4/11/17	1063	552	4.22	Dutchess	3″ bit. mac. pen. method resurf	1,118 11	30,514 50	+952 74	32,585 35	7,721 65	100
Roy J. Garofano	4/ 7/17	1064	568	2.20	Dutchess	3″ bit. mac. pen. method reconstruction	1,323 12	27,080 60	+241 93	28,645 65	13,020 75	100
Catskill Construction Co.	4/28/17	1065	5367	2.69	Greene	Concrete pavement reconstruction	1,546 78	38,938 10	+99 19	40,584 07	15,087 00	100
Whitmore, Rauber & Vicinus, Inc.	4/ 9/17	1066	6	1.55	Monroe	Concrete pavement reconstruction	1,223 58	25,622 00	−972 91	24,649 09	15,902 64	100
Wm. Bailey & Co.	4/17/17	1067	15	0.61	Monroe	Concrete pavement reconstruction	1,127 81	9,853 00	−186 26	10,794 55	17,696 00	100
Pathfinder Construction Co., Inc.	7/17/17	1068	460, 461, 463, 465, 466, 471, 830, 5466, 5524	42.49	Herkimer	Bit. mat. T. C. A. surf. treat	180 10	20,649 85	+341 16	21,171 11	498 26	100
Griffin & Griffin	4/13/17	1069	337, 1160, 1216, 1217, 5492	15.85	Madison	Bit. mat. T. C. A. surf. treat	56 10	6,332 80	+14 49	6,403 39	404 00	100
H. A. Murphy	4/12/17	1070	107, 155, 397, 511, 5124, 5125	24.75	Montgomery	Bit. mat. T. C. A. surf. treat	451 02	10,448 60	+119 75	11,019 37	445 22	100
The Defiance Corp.	4/ 9/17	1071	295, 296, 560, 561, 563, 1158, 5346, 5553	37.85	Oneida	Bit. mat. T. C. A. surf. treat	126 38	16,624 75	+340 26	17,091 39	451 56	100
Paddelford & King	4/12/17	1072	368, 369, 559, 839, 1157, 5521, 5558	40.73	Oneida	Bit. mat. T. C. A. surf. treat		15,703 95				80
Richard Hopkins	4/12/17	1073	730, 731, 873, 5151, 5264	16.91	Cattaraugus and Chautauqua	Bit. mat. T. C. A. surf. treat	240 87	7,650 35	−369 44	7,521 78	444 81	100

[15] Contract awarded to E. M. Harvis, cancelled and completed by department forces.
[16] Contract advertised, but not awarded.

STATUS OF REPAIR CONTRACTS AWARDED DURING 1917—*Continued*

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Richard Hopkins	4/ 9/17	1074	272, 522, 584, 642, 645, 1064	26.04	Erie	Bit. mat. T. C. A. surf. treat	$731 15	$10,449 80	—$598 55	$10,582 40	$406 39	100
Dale Engineering Co	4/13/17	1075	146, 207, 333	3.30	Ontario	2½" bit. mac. pen. method resurf	772 55	19,740 00	—531 65	19,980 90	6,054 82	100
Sweeney & Boland	4/17/17	1076	286, 386, 391, 392, 581, 760, 1281, 1293, 492, 1282	45.64	Monroe and Orleans	Bit. mat. T. & L. C. O. surf. treat	375 20	12,587 37	+2,720 28	15,682 85	343 62	100
Jesse J. Crouch	4/17/17	1077	484, 485, 608, 636, 662, 1187, 1186, 607, 5511, 5522	39.49	Monroe and Ontario	Bit. mat. T. & L. C. O. surf. treat	641 40	9,544 93	+1,887 10	12,073 43	305 73	100
Jesse J. Crouch	4/17/17	1078	167, 191, 294, 401, 497, 574-A, 648, 716, 717, 766, 767, 829, 1249, 1283, 1290, 1337, 1367	55.07	Livingston, Monroe and Ontario	Bit. mat. T. & L. C. O. surf. treat	707 32	15,586 08	+559 64	16,853 04	306 03	100
Harry W. Roberts & Co	4/ 9/17	1079	140, 271	4.75	Oneida	Bit. mac. pen. method and mixed method resurf	817 92	52,885 10	—875 16	52,827 86	11,121 65	100
Frank T. Murray	4/17/17	1080	5211	7.72	Steuben	2½" bit. mac. pen. method resurf	662 47	40,450 41	+196 57	41,309 45	5,350 96	100
John Johnson Construction Co	5/ 3/17	1081	529	2.47	Erie	3" bit. mac. pen. method resurf	702 87	29,392 50	+1,694 33	31,789 70	12,870 32	100
Frank T. Murray	4/17/17	1082	906, 5254	2.38	Steuben	2½" bit. mac. pen. method resurf	419 56	18,927 84	—1,225 50	18,121 90	7,614 24	100
Holleran Bros	4/17/17	1083	29, 5289	2.03	Chemung and Tioga	2½" bit. mac. pen. method resurf	.....	13,865 53	.....	.....	.....	57
Pathfinder Construction Co	5/ 2/17	1084	5276	1.73	Oswego	Amiesite resurf	423 19	17,159 21	—302 19	17,280 21	9,988 45	100

Harry W. Roberts & Co.	4/16/17	1085	74, 971	4.48	Onondaga	2" bit. mac. mixed method resurf.		40,883 95				17
Richard Hopkins	4/14/17	1086	111, 123, 509, 737, 882, 1174, 5087, 5171	24.53	Cayuga, Cortland, Oswego and Seneca	Bit. mat. T. & L. H. O. surf treat	370 45	11,601 00	+232 05	12,203 50	497 49	100
P. K. Murray	7/11/17	1089	5576	4.69	Ontario	3" puddled bit. mac. resurf.		40,896 25				73
Arthur F. McConville	7/11/17	1090	238	3.00	Jefferson	2½" bit. mac. pen. method resurf.		29,202 00				0
John A. Jova, Inc.	5/29/17	1091	341, 649	2.70	Columbia	Concrete pavement recons.	1,115 71	44,701 60	+2,577 28	48,394 59	17,923 92	100
Schunnemunk Construction Co.	5/ 3/17	1092	156	3.05	Orange	Concrete pavement recons.		49,720 35				37
Nathan E. Young	5/ 2/17	1093	420, 5215	3.30	Broome	3" bit. mac. pen. method resurf.		32,970 50				0
Sherman Construction Co., Inc.	5/ 2/17	1094	275, 420	1.01	Broome	Concrete pavement recons.		14,829 50				0
James A. Webb	5/ 3/17	1095	899, 900	8.14	Westchester	Bit. mat. T. C. A. surf. treat	83 09	3,063 84	—12 76	3,134 17	385 03	100
James A. Webb	5/ 3/17	1096	405, 519, 520, 587	13.93	Westchester	Bit. mat. C. O. surf treat	266 12	6,566 28	—26 48	6,806 92	488 65	100
Stanley Construction Co.	5/ 2/17	1097	129	1.12	Erie	Concrete pavement recons.	380 86	17,782 00	—1,990 17	16,172 69	14,439 90	100
Brayer Bros.	5/ 2/17	1098	384, 752	1.01	Cayuga	Concrete pavement recons.		18,634 50				96
C. B. Whitmore Co.	5/ 2/17	1100	507	3.75	Niagara	Concrete pavement recons.		51,721 00				75
Robert W. Smith Corp.	5/29/17	1101	794	2.95	Suffolk	Bit. mac. resurf. and concrete pavement	1,233 91	37,968 30	—737 94	38,464 27	13,038 73	100
Frank L. Cohen	5/21/17	1102	34, 52, 53	7.22	Westchester	Concrete pavement recons.		115,858 40				100
Granite Construction Co., Inc.	5/ 2/17	1103	503	1.70	Westchester	Concrete pavement recons.	1,207 23	36,387 00	—448,35	37,145 88	21,850 52	100
Schunnemunk Construction Co.	5/ 3/17	1104	115	1.81	Orange	Concrete pavement recons.	721 04	29,978 85	+257 08	30,956 97	17,103 30	100
Richard Hopkins	5/ 2/17	1105	524, 525	6.56	Erie	2½" bit. mac. pen. method recons.		60,428 72				48
Greece Construction Co.	5/29/17	1106	643	3.12	Niagara	3" bit. mac. pen. method resurf.		29,918 75				100
Schunnemunk Construction Co.	5/ 3/17	1107	43, 154, 414	15.13	Orange	Bit. mat. L. C. O. surf. treat	614 27	11,522 50	—495 61	11,641 16	769 41	100
Herbert W. Fearl	5/ 4/17	1108	425, 1182, 5266	10.69	Jefferson	Bit. mat. T. C. A. surf. treat	316 10	4,230 47	+78 85	4,625 42	432 69	100
The Pathfinder Construction Co.	5/ 3/17	1109	440	5.39	Jefferson	Bit. mat. T. H. A. surf. treat	212 79	4,952 70	—155 10	5,010 39	929 57	100
DeGraff & Hogeboom, Inc.	5/29/17	1110	231, 310	0.82	Ulster	3" bit. mac. pen. method resurf.	330 63	11,326 00	—969 29	10,687 34	13,033 34	100
Hawley Miller	5/31/17	1111	5368	3.92	Greene	Concrete pavement recons.		60,065 00				79
Hawley Miller	7/11/17	1112	508	1.95	Albany	Concrete pavement recons.		34,266 60				95
S. B. Van Wagonen, Inc.	5/29/17	1113	198, 566	3.29	Albany	3" bit. mac. pen. method resurf.	652 50	37,440 38	—2,051 00	36,041 88	10,954 98	100
Robert W. Smith, Corp.	5/29/17	1114	1018	2.29	Suffolk	Bit. mat. A. surf treat		11,482 75				0
The Bellmar Contracting Co., Inc.	5/29/17	1116	981, 5196	2.34	Rensselaer	Bit. mat. T. binder, surf. treat	283 50	18,236 50	+326 69	18,846 69	8,054 14	100
Samuel Beskin	7/11/17	1117	5072, 5073	3.67	Columbia	Bit. mac. pen. method recons.		54,424 00				6

STATUS OF REPAIR CONTRACTS AWARDED DURING 1917—*Concluded*

NAME OF CONTRACTOR	Date contract was awarded	Contract No.	Highway No.	Miles	County	Class of work	Engineering, etc.	Contract price	Amount of supplemental agreement	Total cost of work including engineering	Cost per mile	Percentage of completion
Whitmore, Rauber & Vicinus, Inc...	7/11/17	1121	253.....	1.32	Monroe.....	2" bit. mac. mixed method resurf.....	$273 02	$20,939 20	+$72 95	$21,285 17	$16,125 13	100
Greenfield Construction Co.....	7/11/17	1122	9100.....	1.18	Livingston.....	2½" bit. mac. pen. method resurf.....	.....	9,936 00	.....	.....	.....	100
Griffin & Griffin.....	7/11/17	1123	5406.....	3.94	Oneida.....	Bit. mat. L. H. O. surf treat.....	.....	1,199 94	.....	.....	.....	0
Harry W. Roberts.....	7/11/17	1125	5302.....	1.90	Livingston.....	Bit. mac. pen. and mixed method resurf.....	329 82	19,740 00	—1,071 46	18,998 36	10,000 00	100
Floyd H. Wells.....	9/20/17	1127	5044.....	1.12	Oswego.....	Bit. mat. A. pen. method heavy surf. treat.....	.....	10,360 00	.....	.....	.....	0
Joseph Walker	7/11/17	1129	5022.....	2.72	Broome.....	3" bit. mac. pen. method resurf.....	.....	33,362 10	.....	.....	.....	45
Harry W. Roberts & Co.....	7/11/17	1131	438.....	4.22	Oneida.....	3" bit. mac. pen. method resurf.....	.....	44,946 00	.....	.....	.....	60
Rumpf & Stevens.....	8/ 2/17	1135	723.....	0.90	Washington....	Waterbound mac. recons..	.....	9,830 30	.....	.....	.....	85

BROKEN STONE CONTRACTS

Sydney K. Johnson.....	3/ 8/17	73	.....	.....	Onondaga and Wayne.....	Stone delivery.....	.....	14,691 00	.....	.....	.....	76
Wm. K. Frank.....	7/11/17	74	1038.....	2.89	Erie.....	Stone delivery.....	259 17	10,263 75	—1,537 65	8,985 27	.....	100

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